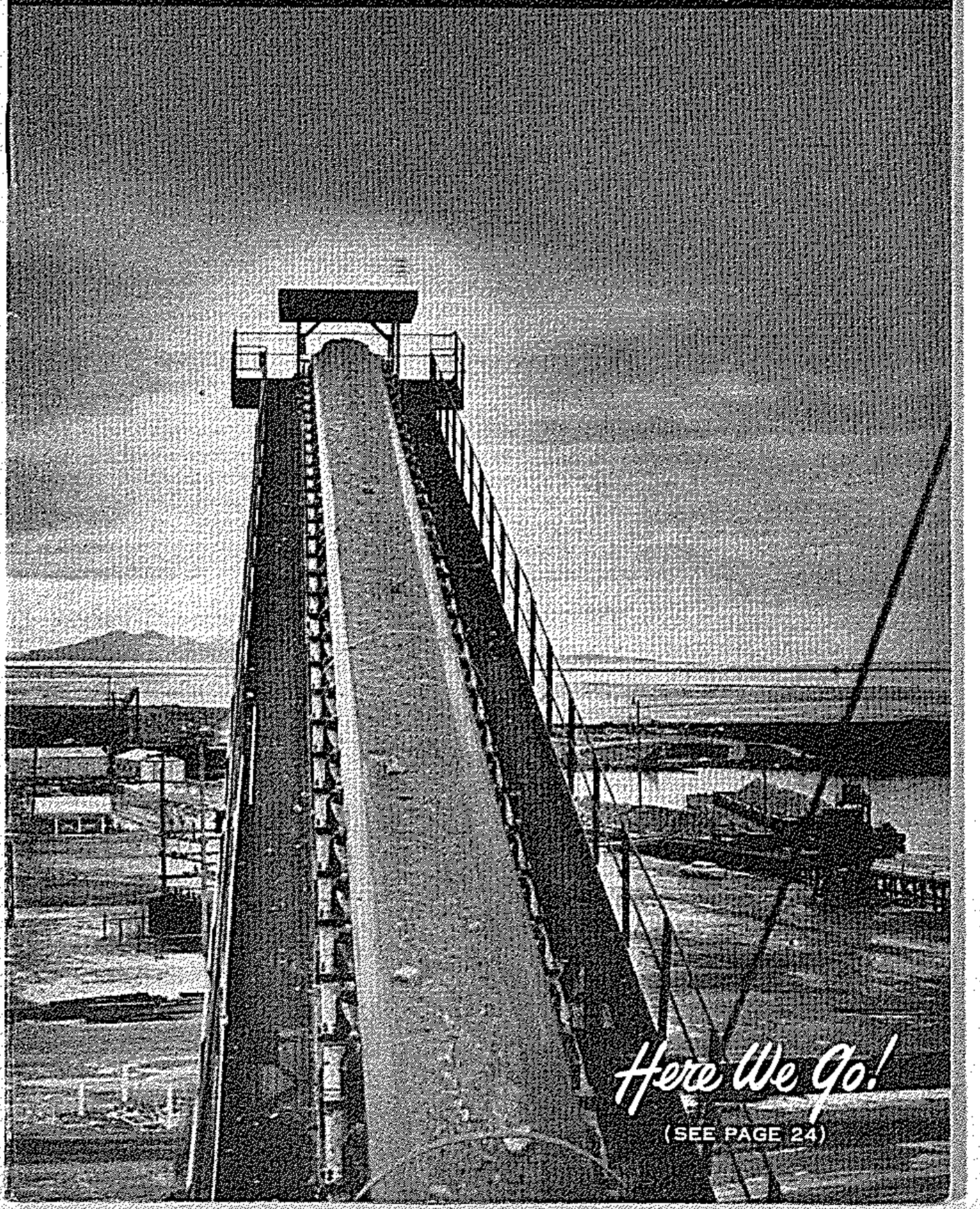
Southern Pacific Bulletin

PACIFIC LINES FEBRUARY, 1957



Here We Go!

(SEE PAGE 24)

MANAGEMENT'S REPORT TO YOU

1. The almost two-mile-long conveyor belt system of our Great Salt Lake fill project went to work last month. (See cover and page 24.)

2. Our first microwave system has gone into limited service between Dunsmuir and Black Butte, California. Full service is expected soon, to provide dependable communications and signaling in that area in even the severest of winter storms. Microwave works without wires.

3. First super-giant mechanical refrigerator car in P.F.E.'s latest order came off the assembly line at Roseville last month, built in the shops of Pacific Fruit Express Company jointly owned by us and Union Pacific. Volume production on 199 more of these cars, especially designed to carry frozen foods, will start by the middle of this month, with all 200 cars expected to be completed by May 1.

4. Heavy shipping of lettuce is now underway out of Imperial Valley, following a period of light movement caused by cool weather. Heavy volume is expected to continue through March, and to pile up a season total somewhat larger than a year ago. Imperial's harvest will be followed by that of Salt River Valley and Yuma in Arizona, then by Salinas Valley in California. Lettuce moves on our lines in all seasons.

5. Southern Pacific Pipe Lines, Inc., a subsidiary of our company, has started construction of approximately 325 miles of pipe lines running from the San Francisco Bay Area to Fallon, Nevada. Capacity will be about 15,000 barrels of refined petroleum products a day. Construction will be held to a moderate pace until after the winter season, but completion is expected before the end of the year. This will be the second SP Pipe Lines system. The first is in use across the Southwest.

6. A good example of the need for more railroad facilities to carry ever-increasing traffic is the report from shippers along our lines that they invested $480 million in new plants or expansions in 1956. This is about five times the total of such investments the preceding year. The new plants were fewer, but bigger than in 1955.

7. We plan to invest about $110 million in capital improvements to our properties in 1957, down about $20 million compared with 1956, because our rate of return is too low to attract, at reasonable interest rates, funds needed to finance all the improvements we would like to make—and which the public needs. Rate relief asked for by us and other railroads has been long delayed.

Those large "structures" beyond this cattle pen at El Paso are not buildings, but piles of baled hay. Skyscrapers of downtown El Paso can be seen dimly in the distance, far left.

HOOFS ON WHEELS!

Record Loads of Cattle

EACH late afternoon, usually about dusk at this season of the year, the "stock special" train is made up in our Alfalfa yards, El Paso. Behind a powerful diesel it noses westward over the Rio Grande bridge into New Mexico.

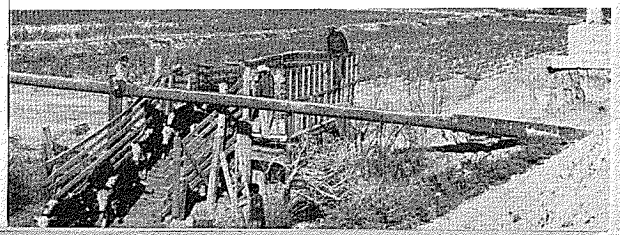
The season for cattle travel on the Southern Pacific is about ended for 1956-57, after one of the greatest mass movements of "ba-a-awling passengers" in our history. Actually, the cattle movement never ends, but in February it usually drops to its lowest.

Volume of cattle moving over our lines February 1956 to now was about 20 per cent greater than in the preceding 12 months, as nearly as we can determine at this time.

A large part of the increase was due to the heavy fall and winter movements of cattle out of the drought stricken areas of the Southwestern states to California markets and pastures, especially to feeding grounds of the Imperial Valley.

Some of the increase was also brought about by the continued tremendous growth in human population along our lines with accompanying increases in needs for meat, wool, leather, fertilizers and other products of the great livestock industry.

Near the international boundary marker, right, cattle from Mexico are unloaded across the border into the United States, hurrying "eagerly" for a ride on our special stock train.



These passengers of ours don't move in streamliners, as we like streamliners, but the cars are nevertheless well suited to do a good job—with sand or straw on the floors and with slatted sides that give the animals fresh air of the open range. By law they are allowed to ride no more than 36 hours without being taken from the train for water, feed and rest.

One of the important relaxing points for cattle on our lines is El Paso, to whose livestock yards the animals are shipped from Kansas, South Texas, West Texas, New Mexico and Mexico.

Here they are fed Texas-grown alfalfa. The wait at El Paso usually averages seven to eight hours. One stockyard alone holds 305 carloads.

At the Union Stockyards 12 men can load about 60 carloads an hour, and are proud of their efficiency. The cars are spotted in a string alongside the loading platform, on the opposite side of which are the loading pens.

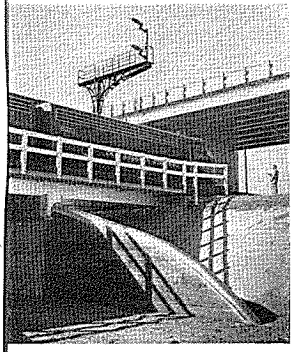
From the more distant pens the cattle come on a quick shuffle, their hoofs a soft thunder on the ground. Behind them a stock herder on horseback urges them on, and ahead of them other stockyard men open and close the alley gates that feed them into the loading pens. Waving of arms and the crack of whips in the air send the cattle scurrying into the cars—in numbers depending on size of the cattle and instructions of their owners—and when one string of cars is filled it is pulled out. Another backs in.

Soon after, behind a mainline diesel, the stock special train is on its way toward California. As the locomotive headlight sweeps a path through the darkness ahead, the whistle sometimes raises strange echoes in the cars behind. But the animals usually travel quietly, in most cases standing, keeping each other warm.

The stock special follows an urgent timetable, racing against the shortening night. Dawn catches it still hurrying on. Crews change at Lordsburg, Tucson, Gila and also at Yuma. Late the next day the cattle are eagerly detraining into feed pens of the Imperial Valley.

The stock special has been in operation out of El Paso for three years. At the height of the past shipping season it carried almost 2500 cars of cattle a month, mostly to Arizona or California. It requires of our people fast timing and extra care—and it gets these all along the way.

"Keep on shovin'! We've got a train ride ahead!" At the stockyards in El Paso skilled cattle handlers can re-load 60 cars an hour, after the cattle's rest period.



OVER AND UNDER our tracks just east of Tucson the County and Federal governments have recently completed a street overpass and a gigantic flood control ditch, both made necessary by the spectacular growth of the city, which has doubled in population in the last ten years. The overpass will carry an extension of 36th Street. The ditch will protect a newly subdivided area where land in past years was sometimes flooded. Waving to the engineer of the freight train gliding between the projects is Leroy Magers, our veteran head reporter of Tucson Division.

We Help Boy Scouts Observe Anniversary

MANY men of Southern Pacific, who serve as Scoutmasters in their home towns, and others who conduct Boy Scouts on tours of our shops and other properties, are helping the Boy Scouts of America observe their 47th anniversary this month.

"Boy Scout Week," officially February 6 to 12, is in many ways a year-around program on SP.

Electronic Elevators Now in Operation

THREE electronically-controlled elevators in the General Office, San Francisco, which have been under construction several months, went into full service the first of this month.

The elevator specialists now have moved their paraphernalia across the lobby and have begun transforming three more manual elevators into automatic. When the renovation program is finished, we will have seven fully automatic-elevators and one manually controlled standby.

These new elevators are easy to operate, as well as attractive. After a car reaches your floor, the doors slide silently open for your entrance. The car operating panel lights up as you press the button for your desired floor.

When you reach your floor the doors open on an exact level with the floor. Car and hoistway doors have an electronic zone of detection. If the electronic zone detects a person's presence, the doors immediately reverse—before they can touch the passenger. Soon as you have passed through the doorway the doors close behind you.

But if you linger too long in the doorway, talking with another passenger, for example, a buzzer sounds, a light flashes on the lobby indicator panel and the doors slowly, but firmly, nudge you out of the doorway.

Carl O. Olsen, PT&PRM for the Central Territory, has been elected president of the Alameda County United Crusade for 1957. He was chairman of the 1956 campaign.

Loaded copper-ore train of San Manuel Arizona Company rolls across desert on way to a "meet" with Southern Pacific at Hayden, 30 miles distant.

THEY FOUGHT APACHES

Copper Ore Mining Has Colorful Past

PROSPECTING for copper ore in Arizona during the mid-1800's was a task for the very brave or the very foolish.

A man needed to have nerves of steel when hordes of Apaches thundered toward his camp, "whooping and hollering" and brandishing their murderous tomahawks.

Before the white man came with his pick and shovel and rifle, the Apaches had ruled this area for a thousand years. And they bitterly resented the intrusion. An Apache prized nothing higher than the scalp of a "paleface."

Dangerous Country

The land itself conspired against invaders. There was the immense desert — dry, dangerous and deceitful — where a man, made woozy by the sun and lack of water, might wander off toward a mirage and never be found again.

And there were the mountains,

Aerial view of open pit mine. They're making a "mole out of a mountain" at the Ray Mines Division of the Kennecott Copper Corporation in Arizona.—*Kennecott Copper Corp. photo.*

the bleak, "pushed-out-of-shape" hills of rock that sometimes soared to dizzying heights. They were enough to discourage the most doughty of prospectors.

But there was copper in Arizona. Knowing this, nothing could keep the early explorer from searching for it.

Tremendous Problem

However, when a prospector discovered a rich copper vein he was immediately faced with a tremendous problem — that of transportation.

After the copper ore was wrested from the earth, how was it to be hauled to smelters and refineries hundreds of miles away? There were wagon trains, of course, but they were slow and ponderous. And it rather depressed the muleskinners to have to fight off Apaches each trip.

Southern Pacific Arrives

Then in 1877 the rails of Southern Pacific pushed into Arizona — and the copper mining business commenced in earnest. The "iron horse" was the perfect carrier for copper ore. Tons could be transported on a single car.

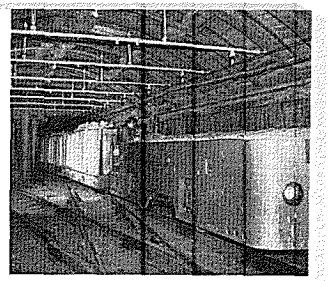
Our iron highways spread through the southwest lands of Arizona, New Mexico and Texas, connecting the copper mines to the smelters and refineries.

Transportation was no longer a problem for the prospector and miner.

Time and the rifles of the U.S. Cavalry resolved the Apache threat.

Industry Grows

And so with the passing of the wagon train and the marauding Indian into history, copper mining became one of the principal industries of the southwest. (Arizona is the nation's No. 1 producer of copper, accounting for about 45 per cent of all copper mined annually.)



Underground railroad. This loaded train of copper ore taken from the underground mine at San Manuel is hauled by 23-ton, 250 HP trolley locomotive.—San Manuel Copper Corporation photo.

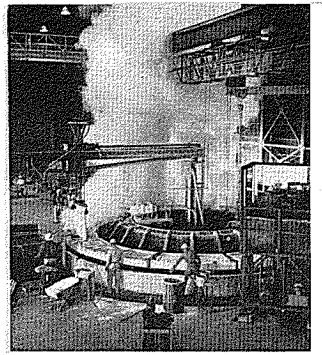
In the early days, copper was mined by one method only — by digging deep holes in the earth and bringing the ore out, much in the manner as coal is mined. Shaft mining was successful as long as the prospectors were discovering rich veins of high-grade ore.

Discoveries Decline

Then, at the beginning of this century, a gloomy fact began to make itself known. Most of the world's high-grade ore deposits had been found. Both production and consumption of copper were increasing at a rapid rate, but the discovery of reserve supplies of rich ore was not keeping pace.

New large deposits had been found by geologists and prospectors, but these were chiefly low-grade copper ore.

One or two companies had ex-



No Devil's caldron this! They're making copper slabs in the San Manuel smelter. Molten copper is poured into 22 anode moulds located on this 34-foot diameter casting wheel. The finished anode slabs, are removed by a crane and stacked on the storage floor where they are later inspected and loaded on flat cars by fork lift truck for shipment to the electrolytic refinery.—*San Manuel Copper Corporation photo.*

perimented on a small scale with processes for concentrating this disseminated ore, and their failure to make a profit convinced the industry that low-grade bodies could not be made commercially important.

Answer Is Found

Then a thoughtful young engineer, J. C. Jacklin, tackled the problem — and found the answer. His solution? Mass production. His experiments in the concentrating of 2 per cent ore were on a large scale instead of a small one, and he made the low-grade ores profitable.

Development of the low-grade copper districts in the southwest began in 1906. Only very large companies could afford to develop the low-grade deposits, as the huge mills and other capital equipment cost at least ten or twelve millions of dollars.

Now, in addition to underground mining, a new method for extracting low-grade ore from the earth has come into being. It is called "open pit mining."

After 40 Years

Let's take a look, for example, at the mining town of Ray, Arizona, some 80 miles southeast of Phoenix. After more than 40 years of production from an underground mine there, it became apparent by the end of World War II that the ore suitable for mining by underground methods soon would be exhausted. It was known that a mass of low-grade ore existed, but the copper content was so low it could not be mined profitably from underground workings.

A program of drilling was begun in 1946 to see if the mine could be converted into an open pit operation. The drilling disclosed enough low-grade ore in the Ray ore body to make the conversion possible.

So, working outdoors in the bracing Arizona air, men carved huge slices out of the mountains, going around and around, "shelving" as they went, removing some 43 million tons of earth to get to the huge body of low-grade ore lying beneath it.

Twenty Pounds Per Ton

The ore averages approximately one per cent copper, or about 20 pounds of copper to the ton. Of this, an average of 17½ pounds is recovered.

Holes are drilled into the working levels of the mine and loaded with about 600 pounds of explosives each. A "shot" of eight to ten holes breaks 35,000 to 45,000 tons of ore and waste.

Electric shovels scoop up the broken material (as much as 11 tons at a bite!) and load it aboard giant trucks which take it to the crushing plant.

Crushed to Size

At the crushing plant, the ore is broken to a maximum ¾-inch size and loaded into 60-ton dump cars and hauled in company-owned trains to Ray Junction, six miles away. Here the cars are picked up by our Southern Pacific and hauled 15 miles to the concentrator at Hayden.

At Hayden, the ore is concentrated, smelted and poured as 400-pound cakes of blister copper 99.4 per cent pure.

The copper is then shipped to electrolytic refineries in the east for further purification. This cycle from ore to copper takes only four days!

The mine at Ray is typical of similar large-scale open pit operations we serve at Ajo, Morenci and Bisbee, Arizona.

While open-pit mining is the more spectacular, underground copper mining continues to play an important role in the economy of the southwest.

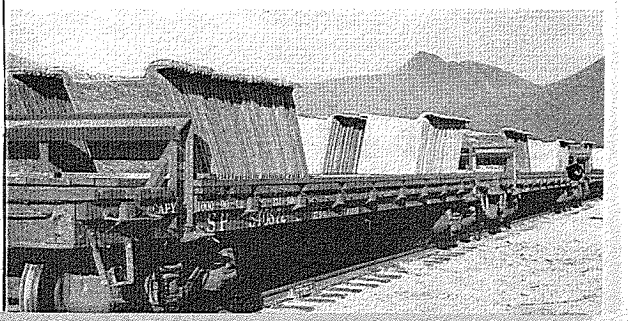
San Manuel, Arizona, for instance, is a modern "boom town" that's here to stay. A bright new town of 1,000 homes has risen in San Pedro Valley, where less than four years ago there were only the bleakly beautiful hills. Here the streets are wide, the schools splendid, the climate is superb, and everybody's back yard stretches for miles in all directions. There are no shacks or ramshackle buildings in this city. It's a model mining town.

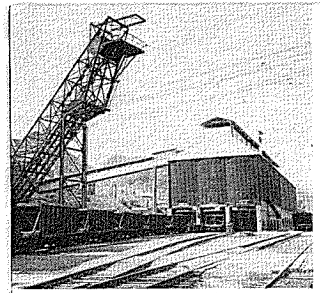
Half Mile Down

Known depth of copper ore in the San Manuel shaft mine extends about 2,600 feet below the surface. Exploratory drilling has shown there is a total underground ore reserve of 479,500,000 tons!

After the ore is concentrated,

On the last lap! Headed for East Coast refineries are these specially rigged SP flat cars loaded with copper anodes, each slab weighing 700 pounds.





After being crushed, copper ore from the open pit mine at Ray, Arizona, is loaded into these 40-ton bottom-dump ore cars and hauled over the Kennecott Copper Corporation short-line railroad to Ray Junction. The cars are picked up by SP and taken to the Kennecott concentrator at Hayden.

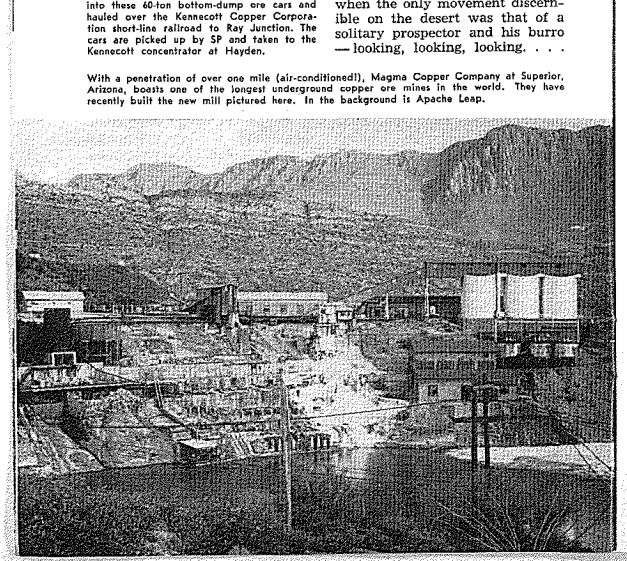
smelted and poured into copper anode slabs, weighing 700 pounds each, it is loaded by crane onto flatcars and hauled 30 miles across the desert land to Hayden where rail connection is made with Southern Pacific.

The prosperous mining town of San Manuel is typical of the many underground copper mining facilities served by our railroad in the southwest and in Nevada.

Fascinating Business

No matter if copper ore is mined above ground or under ground, it's still as fascinating a business today as it was a hundred years ago when the only movement discernible on the desert was that of a solitary prospector and his burro — looking, looking, looking. . . .

With a penetration of over one mile (air-conditioned!), Magma Copper Company at Superior, Arizona, boasts one of the longest underground copper ore mines in the world. They have recently built the new mill pictured here. In the background is Apache Leap.



More SP Men in College Program

ANOTHER 28 employes of Pacific Lines and affiliates, and seven more from our lines in Texas and Louisiana, are currently attending colleges or universities under our continuing program to encourage higher education for our employes.

This program — under which we cooperate with a number of colleges and universities — assists selected middle-management people to acquire or to add to such higher education as they may already have, and also provides specialized training in the problems of transportation management for men selected from a higher management group.

Absent from their jobs to attend classes this semester are the following: At Arizona State, **Arthur F. Connors,** PMT superintendent at Phoenix, and **Fred W. LaWell,** DFA, Phoenix.

College of the Pacific, **William W. Allen,** Western Div. office engineer.

Lewis and Clark College, **John D. Brown,** chief train dispatcher, Portland; **Carl Q. Uggen,** TF&PA, Spokane, and **Donald A. Williams,** teller-ticket clerk, Portland.

Sacramento State, **Royal M. Scott,** district communications supervisor, Sacramento.

San Francisco State, **John H. Bean,** tax clerk, SF.

San Jose State, **Lester W. Burdick,** asst. chief clerk, Personnel Dept., SF.

Stanford University, **Raymond R. Bugee,** traveling accountant, SF; **Dudley C. Dado,** chief clerk, dist. freight, SF; **John N. DeMartini,** research assistant, SF, and **Raymond L. Mayhew,** examiner, Personnel Dept., SF.

Texas Western, **Herbert W. Darling,** TFA; **John L. Ferrell,** asst. tax and RofW agt.; **Arthur M. Henson,** T&NO train dispatcher, and **Joe A. Morris,** asst. trainmaster, Rio Grande Division, all of El Paso.

University of California, **James A. Harris,** train passenger agt., Oakland; **Robert L. King,** trainmaster, Sacramento Div., and **Stanley A. Sutfin,** chief rate clerk, Oakland.

University of Chicago, **Kenneth R. Wyma,** head clerk, Rate Bureau, Chicago.

University of Houston, **Roy G. McWhirter,** assistant trainmaster; **James S. Nicholson,** inspector of transportation; **J. V. Stockton,** city freight agent; **H. D. Starnes,** claim investigator, and **T. O. Siegmund,** night general shop foreman, all of the T&NO, Houston.

University of Portland, **Harold F. Cannard,** city freight agt., Portland.

University of San Francisco, **Roger L. Eustachy,** chief clerk, Accounting Dept., SF.

University of Southern California, **Peter A. Noyes,** depot passenger agent, Los Angeles, and **Robert C. Platt,** chief clerk, Public Relations, Los Angeles.

Whittier College, **Robert E. Phillippe,** city passenger agent, Santa Ana.

University of Utah, **Ellwood A. Bancroft,** TF&PA, Ogden, and **Hollis A. Henderson,** night general foreman, MP&C Dept., Ogden.

At Harvard are **Victor L. Arenth,** asst. FTM, Los Angeles, and **Don R. Lewis,** vice-president and general manager of Pacific Electric.

ROADS TO VICTORY

America's Rail Lines Are Military Assets

AMERICA'S railroads are one of her most important military defenses, and must be kept strong, said William T. Faricy, president of the Association of American Railroads, in a recent address in Utah.

He reminded his hearers that the present Overland Route of the Southern Pacific was constructed originally as a military necessity—to bind the East and West together during the Civil War. It has become so important in commerce that its military origin has been forgotten.

Need to be Used

"To keep the railroads strong, they need only to be used," he said.

"The railroad train is an extraordinarily flexible vehicle. It has great reserves of capacity. With cars and locomotives it is possible for a single train crew to move thousands of tons of freight or hundreds of passengers in a single train—producing maximum service with minimum cost in terms of manpower, fuel and materials and with maximum economy in terms of money.

Capacity Easily Increased

"This capacity, moreover, may be readily increased by putting more tons in each car, by putting more cars in each train, by cutting down the time of loading and unloading, by speeding up terminal handling, by operating more trains and keeping them moving more steadily.

"All these measures are well known to railroad men and to shippers, including the military. All these measures have been used with success in past emergencies and without doubt would be applied in any emergency in the future.

Most With the Least

"As applied in emergency, singly or in combination, they have had the effect, and would have it again, of rapid increase in transportation output with minimum demands upon strained resources. And, as experience has shown, periods of emergency are almost inevitably accompanied by shortages of manpower and materials—hence the importance of the existence and readiness of a form of transport which can produce maximum service with minimum demands upon these resources."

TIME TO CHOP IT DOWN

Summing up the characteristics of rail transportation which are most valuable in defense—its great economy in the use of scarce resources, its high capacity and ready expansibility in emergency, its resistance to attack and rapid powers of recuperation, and its ability to localize the effects of interruption to service—summing up all these inherent characteristics, Faricy quoted General James A. Van Fleet, commander in Korea, as follows:

Basic Military Asset

"The railroads of the United States are a great basic military asset. They are as much a part of the military strength of the nation as our Army, Navy, Air Force and Marines, because none of these armed services could long operate without the logistical support which railroads provide. No other form of transport, nor all other forms combined, could take over the job of the railroads. . . .

"Therefore, we have now and always will have vital need for strong, vigorous, progressive railroads, with reserves of traffic capacity and trained manpower upon which the armed forces can draw for their own combat and strategic requirements. To maintain such a rail plant in readiness, it must be used in peacetime."

A Friendly Hand

WE have never seen a railroad engineer who hasn't answered the wave of a youngster.

And it's a mighty nice thing.

There is no thrill such as that of being able, as a small sized youngster, to command the attention of the man who drives that great thundering beast of the rails.

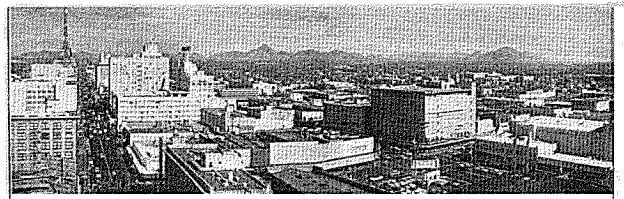
There's the timid, or the frantic waving of the small hand. There's the calm consideration of the great man himself.

There's the moment when it's not certain if he will condescend.

And then — and what a relief it is — he lifts his paw in acknowledgment as the train thunders down the tracks.

He always does it. And may he always continue to do it. It's one of those nice bits of tradition in a world that can use every bit of friendliness there is.

—Madison (Wis.) State Journal



MODERN PHOENIX, WITH WINTER RESORT AREAS IN DISTANCE

Spectacular Change in Phoenix Illustrates Arizona Growth

MORE than 5,000 years before the birth of Christ — and long before any civilization existed on the European continent — a true civilization rose in a remarkable land we now know as Arizona.

Relics of life in that civilization are buried deep in the rocks of Arizona. The record in the rocks also shows us that this ancient civilization died away as a result of a continuous 25-year drought in the 13th Century.

Now this land, one of the oldest on earth, has become one of the newest. Arizona has regained her "place in the sun" and history with one of the most spectacular population and industrial growth records in America, according to F. E. "Gene" Whitcher, GF&PA.

Roosevelt Dam on the Salt River northeast from Phoenix, and other modern irrigation projects, have turned large areas of beautiful but barren desert into fertile farmlands. Modern transportation — such as that furnished by Southern Pacific — has been one of the powerful factors in stimulating population and attracting industries.

Because of the tremendous traffic growth, our railroad has been called upon to make heavy investments in more cars, locomotives and other improvements.

When the track builders of the Southern Pacific laid rails eastward across the Colorado River in 1878 the present site of Phoenix was a general store at a dusty crossroads.

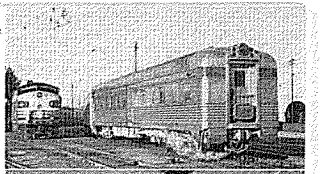
Today, Phoenix, capital city of Arizona, is a mecca for tourists — especially at this time of year when the sun shines bright on Arizona homes and makes cattle and crops grow. While other parts of the nation shiver in the cold, at resorts near Phoenix, swimming and golf and horseback riding are enjoyed.

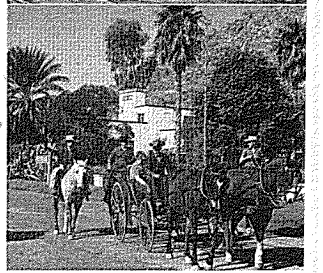
As though stimulated by the sun and water, great industrial plants have mushroomed up in the fields around Phoenix. In the past eight years in this vicinity alone $1,150,000,000 has been invested in industrial development. Population of Phoenix has jumped from 185,000 in 1947 to 460,000 in the metropolitan area as of now.

This transformation of the Phoenix area from what used to be chiefly a winter tourist center to a well balanced residential, business, farming and industrial community is typical of most of Arizona's recent outstanding and healthy growth. The *Bulletin* in November described the growth of the Tucson area.

Our railroad now serves the Phoenix and Tucson areas with many fast freights, including the *Arizona Overnight* that brings piggyback vans of merchandise from the West Coast for delivery to Phoenix stores before they open in the morning, and to Tucson before noon.

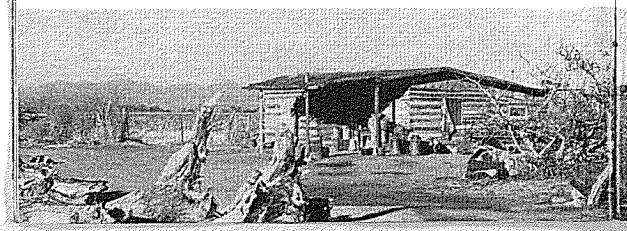
A total of six passenger trains — including two each of our proud streamliners, *Golden State* and *Sunset Limited* — stop in Phoenix daily for servicing and to pick up and detrain passengers.



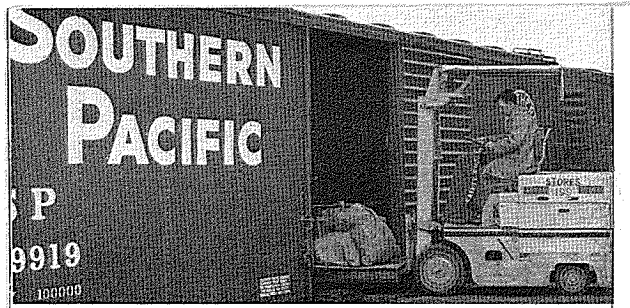


"East" goes east and "West" goes west, and, despite Kipling, the two meet at 8:45 a.m. daily at Phoenix station, as the eastbound Imperial arrives and the westbound Sunset Limited departs. In the Phoenix Chamber of Commerce photo, below, we see how some of our passengers enjoy another kind of ride into the desert from one of the famous resorts nearby.

PIMA INDIAN HOMES STILL REMIND OF EARLY PHOENIX DAYS



ALUMINUM PLANT, SERVED BY S.P., GROWS IN PHOENIX FIELD!

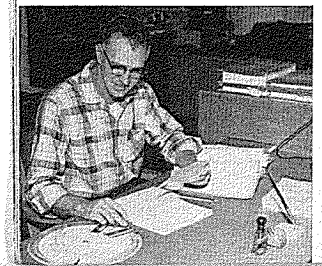


Lift Truck Operator Fred McGee demonstrates how car castings are handled in or out of cars. Wherever feasible, operations of the Stores Department are mechanized.

Storekeeping Has Become Science on Our Railroad

BUYING for the average household is complicated. You have to keep the right amount and kind of fresh groceries and meats, as well as cleaners and linens and a great many other items on hand. But how would you like the job of supplying just the right amount of some 70,000 different items in the right places at the right time to keep our thousands of miles of railroad running smoothly?

Use of stock book and cards—with circular standard order procedure chart—is demonstrated here by Larry Crabb, general stock and requisition clerk, as he prepares purchase requisitions in one of our stores.



Our Purchasing Department, headed by M. C. Nystrom, spent last year more than one hundred million dollars on supplies. Our Stores Department, headed by J. M. Day, made hundreds of shipments and deliveries daily of "stock" items to maintain, improve and operate our railroad plant.

To bring better efficiency into the purchase and distribution of our "stock" items, we and Stanford Research Institute cooperated — beginning in the summer of 1954 — to devise a plan of improved and scientific inventory control.

It sounds complicated (and it is), but what it boils down to is that we figured if we determined more scientifically when and how much to buy at a time, we might shave off a few pennies of cost here and there — like any good housewife tries to do.

We discovered that we are spending an average of $2 to place an order. We found that to maintain $1 worth of stock on our shelves for a year costs us an average of about twenty cents in storage, taxes, insurance, depreciation, obsolescence — and in plain tying up a dollar that might be more useful to us somewhere else.

We also found that if we run out of an item, the cost in idle equipment and loss of effort, etc., averages about $1.60 each time such an item is needed but not in stock.

Orders Are Costly

If we place too many orders for small items, the cost of making out the orders and paying the bills may exceed the value of the items!

If we have too large a supply on hand, we have too much money tied up in materials, and we have to pay storage costs, too.

If we have too little, and run out, that also costs us money — and lowers our operating efficiency.

When you consider that some 70,000 items are wanted by thousands of people working from Portland to El Paso and Tucumcari, and from Ogden to SF on Pacific Lines, you can see the size and complexity of the job. You can imagine the multi-million-dollar headache of trying to figure out all the answers to the thousands of interconnected problems of buying, storing and distributing.

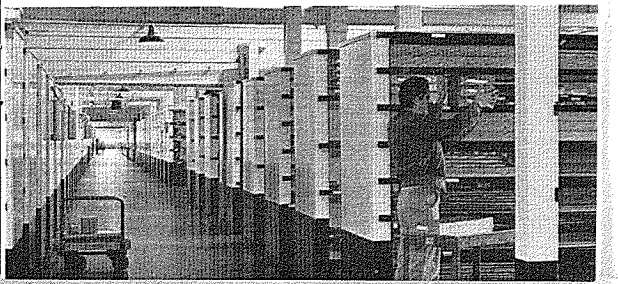
There's one kind of head that doesn't get a headache. It's an electronic "brain." That's what Stanford Research Institute fed our problems into.

Headache-Proof

The researchers were faced with a tremendous job of calculating. They needed to work out a scientific system to be used by about 100 section stock men in our Stores, who requisition the stock materials to be purchased in response to a complicated pattern of demands.

The computation necessary to work out this system would have required more than twelve man-years of work, using skilled personnel with desk calculating machines. The electronic computer turned out the answers — twice,

Neater than a pin is our Sacramento General Store No. 11 John Tatarakis, helper, removes gaskets from a shelf for shipment. Thousands of parts are stored here.



for double checking — in about two hours of electronic work spread over a period of two weeks. From these answers we devised our scientific system of purchasing and storekeeping.

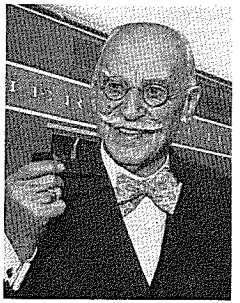
The way the problem was solved was somewhat like this:

The actual history of purchasing and distributing 700 items over a 20-month period without inventory controls was fed into the computer on a magnetic tape. Then the machine took over and calculated how the purchasing and distributing could have been done by the stock men for maximum efficiency in the same period — making out fewer orders, taking care of all needs and holding handling and storage costs to a minimum. This is what is known as "inventory control."

The computer printed out the details of a whole year of theoretically controlled operation, and compared this with what had actually been done in a year before. The machine showed us that inventory controls not only reduce the cost of ordering, but would also have reduced the number of dollars tied up in inventory, and we would be far less likely to run out of any item.

As a result, formulas were devised which have been printed on circular charts which we now supply to all section stock men. Looking at these standard ordering charts, and taking into consideration how much has been used of each item, and how long it takes to get replacements, the stockmen can easily figure exactly when and how much they should order.

Now — if someone would just produce such a gadget for the average housewife. . . .



C. B. LASTRETO of Atherton, California, started riding our San Francisco Peninsula commute trains at the age of 7. Now at the age of 89, still a commuter, he has a warm place in his heart for our conductors, brakemen and enginemen. He has started a circulating library for them by donating a number of volumes on railroading, and he plans to organize a group of fellow commuters to collect other books for the library. Thanks, Mr. Lastreto. We have a warm place in our hearts for you, too!

A 110,000 pound steam generator, believed to be the largest boiler ever to be shipped across the country, arrived safely in San Francisco January 10 after making the transcontinental trip from Erie, Pennsylvania, over the lines of the New York Central, Rock Island and Southern Pacific.

J. C. L. Kiphaut, our TF&PA at Philadelphia, was receiving good wishes of many friends last month on eve of retirement, January 31, after 48 years with our company. He joined us in New York City in 1909 and has been in the Philadelphia area since he was assigned to that agency in 1918.

Time is Saved By Eugene Yard

ACCORDING to estimates by traffic experts of our railroad, the needs for transportation in the territory we serve will jump another 40 per cent or so in the next ten years.

This was the report by Raymond E. Marks, assistant to vice-president and general counsel, in a talk given before the Portland Chamber of Commerce.

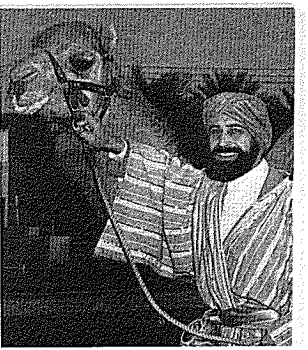
"We have our work cut out for us," Marks said. "We know we can do the job only if we continue to enlarge and improve our transportation plant." As an example, he told about our improvements at Eugene yard.

Quoting the Executive and Operating Departments, Marks reported that although we have already invested heavily in the Eugene yard, we are by no means finished. Recently another 11 tracks were cut into service there. This brings to 16 the number of classification tracks we are now operating there under the latest electronic methods. More tracks will be added under our continuing program.

"The Eugene yard is automatic to a degree unheard of not so long ago," Marks explained to the Chamber of Commerce. "There's the weigh-in-motion scale, the first of the kind in the West. This scale can weigh a car every 20 seconds.

"Then there's the automatic switching. By pressing a button the crest tower operator routes a freight car to any of the classification tracks. An electric brain 'remembers' the route established for each car and sets the switches.

"The automatic speed control calls for teamwork from several electronic devices. The Eugene yard has enabled us to make up trains, properly blocked for the various destination areas, in considerably less time than was possible previously. This also reduced delay at intermediate terminals and insured prompt delivery of traffic to our connections at interchange points."



DECEPTIVELY DEMURE but "A Ham at Heart" is this motive power that Fireman Joe A. DeCoster will try to control at the Riverside County Fair and National Date Festival at Indio, February 16-24 (with Coachella Valley premiere at 5 p. m. February 15). Many other railroaders will don Arabian attire and help make the big show spectacular in Washington's Birthday parade and nightly Arabian Nights pageant. Our band from Los Angeles will fill the below-sea-level air with music, February 16. Daily horse show will be replaced by Mexican Carreada in the arena the afternoon of February 24. Crowds are expected to be bigger than ever—200,000 in all—partly because of Indio winning the Pasadena Rose Parade sweepstakes with its float, "The First Date Festival."

European Rail Tour Enjoyed

HOME from Europe with ideas on international railroading — and enjoyable memories — are happy vacationing SP railroaders, retirees and representatives of other lines. They spread good will abroad.

Arranged by SP Men

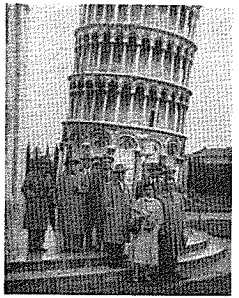
The 34-day tour was arranged by Conductors John C. Ford and Emmet H. Teal of Rio Grande Division, who plan to repeat the economy travel event next September. Anyone interested can write them at 843 Mission Road, El Paso.

Among others going were Dispatcher C. E. Abbott of Los Angeles Division, Yardmaster O. C. Jordon of our Pacific Electric, and Conductor L. V. Corkrum, retired, of Tucson Division.

After four days of ocean luxury travel they were dined in London by the British-Irish railway officials, and the International Transport Workers, after which Conductors Ford and Teal explained our safety practices and screened our safety movies.

Many Points of Interest

The party saw Windsor Castle, historic spots in London, and took a boat trip across the North Sea to Holland where they saw the Art Museum in Amsterdam. They also flew into Germany and visited both East and West Berlin, before heading for the Swiss Alps, with stopovers in interesting cities. They visited Geneva, Rome and Vatican City where they saw the Pope, before returning for four days and nights in Paris and a trip home aboard the *Queen Mary*.



"It really leans!" was the opinion of this group of SP and other US railroaders, posing in the rain by the leaning tower of Pisa.

"It really made us feel proud to be Americans," Teal and Ford reported after seeing what U.S. aid has done to help restore West Berlin, compared with East Berlin ruins.

They found European rail operations interesting, such as three-to-five-minute stops of crack passenger trains in cities of 200,000 — the quick departures made possible by handling baggage through the windows. Guided sightseeing trips were made through rail yards and shops.

Among sights they remember are their train trip through the Black Forest, beautiful Lake Geneva, the Swiss Alps and the Simplon tunnel, longest in the world. After visiting Pompeii, Salerno and Sorrento, they stopped off at Monaco and then rode the famous *Blue Train* back to Paris.

Public Is Asked To Show Train Is Needed

WE'RE giving the people of the San Joaquin Valley a chance to show how much they need our West Coast night streamliner between Sacramento and Los Angeles.

We had filed an application to discontinue the train because it was losing $850,000 a year — without counting overhead costs, depreciation or taxes.

Because communities, organizations and individuals have protested the proposed discontinuance, we have agreed to continue operations for a "trial period" in which the opposition will have a chance to prove, by actual ticket purchases, their need for the train.

"If enough people will use the train, no one will be happier than we," said Claude E. Peterson, our vice-president, system passenger traffic-public relations. "We want to run trains the public will use and support."

Harry S. Graham Of P&SR Retires

A CAREER of 46 years with the Petaluma and Santa Rosa Railroad, a subsidiary of our Northwestern Pacific, ended February 1 for Harry S. Graham, traffic manager and assistant to the general manager when he retired.

He joined the railroad in 1910 at Sebastopol, where he and his wife live. He retired last year as Sonoma County vice-president of the Redwood Empire Association.

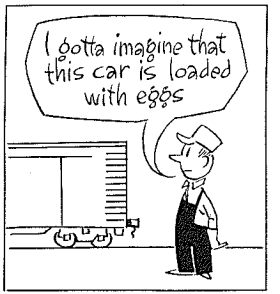
More than half of all carloads that move under refrigeration are transported for distances exceeding 1,000 miles.

Brave PMT Driver Enters Flaming House

WHILE driving through Brownsville, Oregon, one day recently, PMT Driver LeRoy Lucht saw heavy smoke pouring from a home along his route. Leaping from his truck, he raced to the front door of the house. Finding nobody home, he forced the door open, telephoned the local fire department, and immediately began carrying household valuables from the burning building.

Lucht made several trips into the smoke-filled house before the fire department arrived. By then it was too late to save the building. But the William Rose family — owners of the home — were very grateful to Driver Lucht. Thanks to his prompt and brave actions, much of their furniture and other possessions were saved.

There are more miles of railroad in the United States today than in the entire world in 1880.



Engine Whistles Increase Safety

AS the gliding *Sunset Limited* descends the grade from Banning toward the Salton Sea its headlight picks out a small, dark building beside the track — our station at Cabazon.

To Bert O. Bailiff, engineer of the streamliner, the deserted building is peopled with memories which come to life as his hand touches the whistle cord.

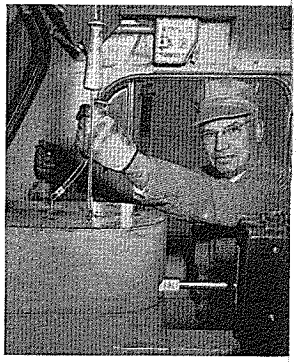
His father, Daniel, came from Kansas to be first agent at Cabazon. Bert's mother, Nellie, learned telegraphy and took over the office during the day shift, with Daniel holding the night trick. Bert was born in the station building, the whistling engines singing his lullaby.

After Daniel's death Nellie stayed on at lonely Cabazon to tap out the telegraph messages. One of the first women telegraphers in the nation, she was affectionately known as the "Lady of the Desert."

As a boy, Bert listened more and more to the thrilling song of the train whistles, until he could resist them no longer. He has been an SP engineer since 1920.

His mother retired in 1922. She died in 1953 at the age of 89. Bert's brother Ed, also a railroader, had the sad job of superintending the closing of the station a few years ago. He died in 1951.

"As I pass the old station on my regular run on Trains 1 and 2," says Bert, "it never fails to bring fond memories of early railroad days." And he never tires of comparing the sound of his air chime



BERT O. BAILIFF

horn with the whistles of his boyhood, which the air chimes have been designed to imitate as closely as possible.

Bert is proud of his safety record on the railroad. Remembering how faithfully the whistling engines of old gave their warnings, he never forgets the rule of sounding the air chime horn of his diesel where required at public crossings.

He also "talks" the language of the railroad with the horn. One short toot says, "The train is stopping." Three shorts: "I am going to back up." Four shorts: "Request instructions." Two longs: "Releasing brakes. Let's go!"

The use of radio is reducing whistling in railroad yards, but the whistle or modern air horn is still needed under various conditions. It's an important safety device for use by the engineer.

Enthusiasm for Safety Helps Ourselves and Our Families

"EACH day and week concluded with a clear safety record will give us a feeling of accomplishment. It benefits not only ourselves but also our families and our railroad," writes O. G. Linde, assistant division engineer of Northwestern Pacific, in *"The Redwood Empire Review."*

"A safety program consists of the three 'E's' — Engineering, Enforcement and Education. These three different categories should never be separated. It is up to you and me to live by them," he continues.

"Under 'Engineering' we have such items as protective devices, newer and safer ways of performing our daily tasks as well as making recommendations for improvement where it is needed. We should not wait for the next man to make the suggestion if it will eliminate a safety hazard. Write or tell your immediate supervisor.

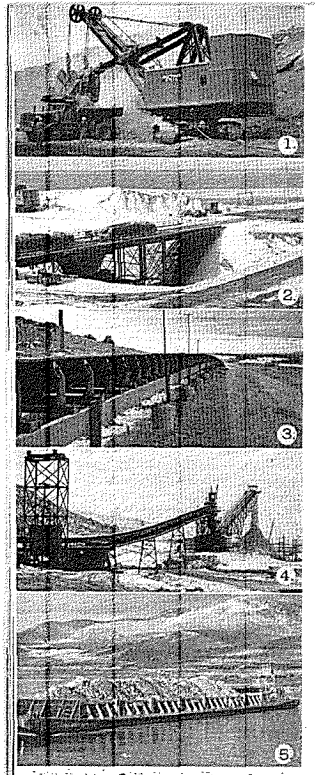
"Under 'Enforcement' come such things as safety rules and discipline. It is not possible for all of us to have a 'Book of Rules.' But those of us who do have a copy of the 'Book of Rules' should make ourselves thoroughly familiar with them and always live and work by them. Remember, the rules are written for our own well-being.

"This leads to the third 'E' — 'Education.' *We must learn how to live and work safely.* Railroading is our business, our livelihood. Why not make it as pleasant as possible? To be pleasant we must feel and be safe. We are obligated to do this — obligated to our company, to our families and to ourselves.

"It is our duty to teach those working with us and for us the rules of safety. But we must not consider it a chore to teach and practice safety. We should be enthusiastic about it. If we can teach safety, we have already learned it ourselves, and it becomes a privilege to show others how to work safely. Personal injuries are not wanted by anyone."

"Did you forget your ticket-punch again, Quackenbush?"

R. D. McIntyre has been appointed assistant advertising manager with headquarters in San Francisco, succeeding J. R. Lehmann, who resigned to accept another position with an advertising agency. McIntyre had been advertising manager for our T&NO Lines, with headquarters in Houston since July, 1953. Prior to that he was on the staff of the General Advertising Manager's Office, San Francisco. He joined our company in 1949.



Mountain Lies Down In Great Salt Lake

- - and Stre-etches Out!

THE MOUNTAIN started on its way last month!

Broken by explosives, eaten into by power shovels, carried by conveyor belts and trucks, it is now growling down off Promontory Peninsula in northern Utah—thousands of tons of it a day. In barge loads and truck loads (and later by carloads) it is being tumbled into the Great Salt Lake along an east-west line lying 1500 feet north of our world's longest timber trestle. The 13-mile rock-armored fill that the crumbled mountain makes should be carrying our transcontinental trains on its stout back by early 1960—replacing the timber structure which has supported our tracks since 1904.

The Pictures

Our cover: Looking up toward the dumping end of the radial stacker. Dark line across lake is trestle. Below right, barge harbor. **No. 1,** electric shovel in quarry. Note cable on ground. **No. 2,** dumping station at loading end of conveyor system. **No. 3,** looking down toward lake along conveyor. **No. 4,** radial stacker starts to build up stockpile. Reclaiming conveyors under pile will deliver gravel to barges. **No. 5,** barge on its way, pushed by tug. **Numbers on map** indicate where pictures were taken.

The project started in 1955. By now the gigantic earth moving machinery is virtually all in operation. The fill will grow foot by foot, yard by yard, mile by mile, until the job is done.

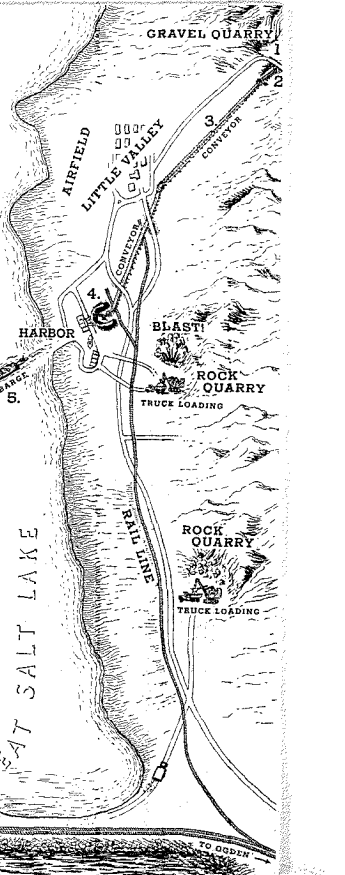
Helps Our Nation

The project will importantly strengthen our nation's transportation. Never, for example, could the fill be endangered by fire such as put our trestle out of action for almost a week last summer. But it's costing $49 million, an example of what we have to spend to grow and improve, matching the tremendous growth of the territory we serve.

The project is loaded with superlatives. It's the biggest project since our line was built across the Sierra Nevada Mountains in the 1860s. Each of the six barges used is almost as long as a football field. The nearly two-mile long conveyor travels 800 feet a minute (almost twice as fast as most conveyors) and can take 75,000 tons of gravel a day out of the mountain area and deliver it to the recently completed barge harbor.

Because the conveyor runs down hill, no power is required to keep it in motion. In fact, it generates power by spinning electrical generators, creating enough electricity to supply 4,000 average homes.

And back in the mountain quarries are other superlatives—blasts of explosives so great that they ap-



proach the power of atomic bombs. Last month we set off 900,000 pounds of explosives in one blast—so perfectly controlled that the only damage was to the mountain.

Eight-Yard Bites

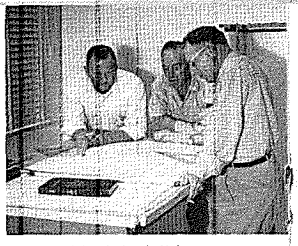
Gravel eaten from the mountain in eight-cubic-yard bites by the shovels is hauled by trucks to a bridge-like structure over the receiving end of the conveyor. At this dumping station the gravel is fed onto an accelerating belt that puts it into motion before delivering it to the main conveyor belt. After traveling 4,275 feet in a straight line it drops through more hoppers to another accelerating belt and onto a 3,383-foot conveyor which angles in a different direction and delivers the gravel to a radial stacker that piles it into a horse-shoe shaped mound at the barge harbor. This mound normally will stand about 70 feet high and contain enough gravel for two days of hauling by the barges.

Conveyors can carry the gravel from under the storage pile to the waiting barges at the rate of 12,000 tons an hour.

Take Out Mud First

The over-all plan calls for dredging some 16 million cubic yards of lake bottom preparatory to depositing the fill. This dredging will create a trench 175 to 480 feet wide and 20 to 35 feet deep, reaching down through the soft mud of the lake bottom to hard clay or rock salt.

This dredging is well under way, the mud being removed by two large dredges. Following the dredging, rock and gravel from sites around the lake is being barged and dumped into the lake to fill the underwater trench and build up toward the lake's surface. Flat top



H. J. Willard (in checkered shirt), our construction division engineer, Salt Lake Division, examines plans of the Salt Lake fill project with Lee Marsden, left, and Norman Rands.

barges to be unloaded by drag line will raise the fill from ten feet below water surface to a height of two feet above the surface. Then the remainder of the fill material will be handled by dump trucks and by rail cars.

About two years will elapse between the completion of the end sections (west from Promontory Peninsula and east from Lakeside) and the middle portion. This period will allow the end sections more time to settle on their clay base. The center section of the fill will rest on rock salt, the most stable foundation.

When the embankment is 17 feet above the surface of the water it will be widened and strengthened with heavy rock to protect it against storms which sometimes toss 8-foot waves on the 2,000 square mile lake.

A total of six giant drop-bottom barges, 250 feet long and 48 feet wide, together with five smaller deck barges are used. They are pushed the four to 15 miles between barge harbor and dumping points by six 1000-horsepower and two 600-horsepower diesel tugboats. A number of smaller craft complete our 33-unit "navy."

Safe-Driving Awards Received by PMT Men

DRIVERS of Pacific Motor Trucking Company have chalked up a cumulative total of nearly 27 centuries — 2,690 years — of safe driving over Western streets and highways, according to R. K. Booth, PMT vice-president.

A total of 958 PMT drivers received National Safety Council safe-driving awards recently for their 1956 performances. These awards are considered the nation's highest for professional safe driving.

Presenting the awards at annual safety dinners and breakfasts held at various terminals in the six states served by the company was R. K. Lattin, general manager.

Highest recognitions, each for a record of 16 consecutive years of accident-free driving, went to Ernie Bradtl and John Snider of the Northern District. Five drivers with 15 years safe driving each, were also highly honored. There were twenty drivers who received engraved wrist watches for having driven ten years consecutively without an accident.

Director of Safety for PMT is Clay Calkins.

Scott Bell Howatt, retired assistant general fire inspector, passed away in the General Hospital, San Francisco, on the 16th of last month.

He joined our company in 1917 and retired in February of 1955. During his 38-year railroading career he made hundreds of friends throughout the entire system.

Surviving him are his wife, Ruth, and a son, Scott Ord Howatt, of Antioch, California.

Pet Traffic Gripe

THE following letter won top prize of the day in a contest on "Pet Traffic Gripes" sponsored by the *Arizona Daily Star* at Tucson. It was written by M. W. Dawson, one of our locomotive engineers:

"As a locomotive engineer, I would like to gripe about the motorist who rushes up to a grade crossing and stops on a dime. I never know if he is trying to give me a thrill, impress his lady love, or commit suicide.

"I would gladly duck out through the weeds to avoid a grinding crash, but that being impossible, all I can do is swallow my heart or go into emergency, and maybe flatten a lot of wheels, and then try to explain it to my superiors."

"You've got a nice home and a good paying job on the railroad, so give me one good reason why I shouldn't marry your daughter?"

HAVING TOO MUCH FUN to be kept under control by any master of ceremonies were these members of Unit 64, National Association of Retired and Veteran Railway Employes, El Paso. More than 300 were at this recent monthly luncheon—far too many for any camera to include them all. The three men seated front of the flag are all over 90 years old. Left to right they are Henry F. Gaul, retired T&NO engineer; Z. W. Sarrells, retired SP conductor, and Dave Dillingham, retired T&NO conductor. Standing right of the flag is A. Terrell Ash, president and jovial m.c.

Locomotive Whistles Were Born Of Scrambled Butter and Eggs

OUT of what was described as a "horrid mess" came one of the most important of railroad improvements. This "mess" was the unsightly mass of eighty dozen smashed eggs mixed with fifty pounds of butter and the splintered fragments of a farmer's cart, all strewn upon a railroad track.

This occurred in England in the year 1833, and out of it came the invention of the locomotive steam whistle, which can be credited with having saved a multitude of lives during the last 123 years.

The locomotive engineer at that early date was supplied merely with a tin horn to give warning of the engine's approach to all horsemen, coaches, farm wagons, pedestrians and trespassers who might be in the way. The farmer who had driven upon the track and met the misfortune described above claimed that he had not heard the alarm signal blown from the horn. The railroad company had to settle with the farmer for the damage. One railway official, smarting under the loss, went to George Stephenson, the builder of the locomotive, and asked him if he could devise some new method by which a more vigorous note of warning could be provided for the future.

Stephenson was equal to the occasion. Within a few hours he had contrived an apparatus to be attached to the engine boiler, through which the steam might be expelled with a shrill noise, and the steam locomotive whistle was born. However, locomotive whistles in England never attained the sonorous qualities of the American variety.

The first American built steam locomotives to be equipped with whistles were built, curiously enough, under the direction of George Washington Whistler, a noted railroad engineer who later won fame as the chief engineer of the first important railroad in Russia. He was the father of John McNeill Whistler, the famous artist-painter.

Dick Terrell Wins TV and Radio Fame

A PROPOSAL of marriage, and nationwide publicity for SP, were the results last month from our Dick Terrell's pre-Christmas appearance on TV and radio.

Last October the *Bulletin* described Dick's hopes for the miniature railroad he's already starting to build — in his vacation periods —on his 55-acre farm in Arkansas. He announced it will become his full-time job after he retires, two years from now, as ticket salesman for our railroad at Pasadena.

Eight weeks after the *Bulletin* article appeared Dick was telling 40 million people about his hobby. He was guest on the Groucho Marx TV program, and also on the radio.

He has since received letters from every state in the Union, including proposal of marriage from the widow of a train dispatcher in the Deep South. Flattering, says Dick, but he already has a lovely wife.

Edward M. Ringold, best known redcap in Los Angeles, retired last month after handling baggage for many "greats" of the world in the past 31 years. "The really important people are the nicest and most considerate," he declares. And of his fellow redcaps he comments, "We always keep in mind that we are the first and last railroad representatives to contact the passenger on his actual trip."

SP Golf Club of LA recently installed the following slate of officers for 1957: Ralph Simmons, pres.; R. A. Ward, vice-pres.; E. E. Etchegon, tournament chm.; Warren Sharman, sec.; Joe Lukacs, treasurer.

Many Private Car Fleets in Operation

"THE Pocket List of Railroad Officials" lists 483 private car companies—i.e., corporations, other than operating railroads, which own railway cars of one type or another for operation on the railroads of the United States.

Ownership of these companies ranges from a single car in several instances to fleets of upwards of 50,000 cars owned by the General American Transportation Corporation and the Union Tank Car Company, both of Chicago.

Other big private car owners are, in the order of the number of cars owned: Pacific Fruit Express Company, 37,097; Shippers Car Line, 13,797; Fruit Growers Express, 13,205; Merchants Dispatch Transportation Corporation, 7,588; North American Car Corporation, 7,000; Western Fruit Express, 6,143.

In addition to the foregoing, at least seven branches or agencies of the United States Government own fleets of railway cars ranging in size from 2 to 7,179 units.

Rails Symbolize Our Nation's Strength

THE unending symphony of train whistles and factory whistles heard from one end of America to the other is a symbol of dynamic strength that has made this nation unique in all the world. Day and night our railroads carry raw materials to our manufacturing establishments and processing plants and haul away the finished products for delivery to all parts of the country.

As our population increases from year to year, so do railroads adjust and expand their facilities and services to meet the new demands.

By GENEVIEVE CALLAHAN and LOU RICHARDSON
Nationally known food writers and consultants

HAVE you ever noticed that once the holidays are over, you like to swing into an entirely different pattern of cooking and eating?

That's the way it is with us. That's why we have selected the following recipes to pass along to your table. We hope you like them.

ON HIS "HIT PARADE"

Whenever Engineer Perkins (Salt Lake Division) visits his daughter, Paula Perkins Mortensen, he knows what he is going to have for dinner. It will be "Hamburger Potato Pie" because he once remarked that it was one of his favorite dishes!

Now Paula shares the recipe with others of the S.P. Family at Home. Here's how she makes it.

HAMBURGER PIE

First, chop a medium onion and cook it in a skillet with 2 tablespoons margarine. Add 1 pound ground beef, ½ teaspoon salt, and ¼ teaspoon pepper. Cook, stirring a bit, until lightly browned.

Next turn heat low. Add 1 cup cooked peas (canned or frozen); 1 cup canned tomatoes; ½ cup catsup. Mix well. Pour into a 2-quart greased casserole.

Now whip up a package of instant mashed potatoes, according to directions on package. The minute they're done, whip in a beaten egg and spread roughly over top of casserole. Bake in a moderate oven (350°) 20 to 30 minutes. Serves 4.

NOTE OF THE SEASON

It has always seemed to us that a dish such as Hamburger Potato Pie is just right for late winter. But it needs a real spring touch to complete the meal. Our idea here would be a lettuce salad, with perhaps, rhubarb sauce and ginger cookies for dessert.

ON TO ARIZONA

Everyone likes to go to Arizona this time of year. And so we go to the Sunshine State for the next recipe. It's from Mrs. E. D. Anderson of Tucson. Husband, Ed, is asst. signalman on the Tucson Div.

SHE CALLS IT "NUTS AND BOLTS"

This is a large quantity appetizer-mix that can be kept for weeks, if stored in air-tight containers. To make it, you will need to get out the roaster.

Into it put ½ box Cheerios; ½ box Rice Chex; ½ box Wheat Chex; 1 jar or can of pretzel bits; 1 cup pretzel sticks; and 2 or 3 cups of mixed nuts.

In a small saucepan heat slightly 1 cup salad oil and 2 tablespoons Worcestershire sauce. Pour this over the mixed dry ingredients. Sprinkle 1 tablespoon seasoning salt over all. Heat in a slow oven (250-300°) for an hour, stirring often.

Nice, says Mrs. Anderson, as a snack while visiting or playing cards. Also a pleasant change for nut cups at a banquet.

FOR A NEW TASTE

Sauerkraut and Carrots. (To go with spareribs.) Just shred 3 or 4 carrots and mix them with sauerkraut in a shallow casserole. Dot generously with butter and bake, while spareribs roast. We like to do the ribs very slowly in 300° oven, pouring off fat frequently. Takes about 2 to 3 hours. Casserole of kraut can bake the last hour.

Corn-Oyster Chowder. Put a can of frozen oyster soup to heat according to directions. As it heats, stir in a small can of cream-style corn. Season with butter, salt and pepper. When piping hot, eat with cheese sandwiches and pickles. A good little supper for 2.

New-Way Burgers. Buy equal amounts of sausage and ground beef. Make small patties of each. Brown sausage cakes first in skillet. When well cooked, take them

PAULA MORTENSEN

out and drain on paper towels. Pour off most of fat, turn up the heat and do the beef burgers. Put sausage cakes back in, pour a can of cream of mushroom soup over all. Heat, then serve — 1 patty of each to a person. Plain boiled potatoes go well with this. A green vegetable or salad, of course, for that touch of spring!

ON THE SIMPLE SIDE

Speaking of refreshments, do you ever serve plain slices of buttered French bread with cold drinks? It's surprisingly good. Cut the slices into small pieces of course, for attractive serving.

FISH LINE

Going to serve frozen fish this Friday? Then buy it on Thursday and let it defrost gradually in refrigerator. Fast defrosting breaks down the tissues—lets some of the goodness leak out.

Southern Pacific Bulletin

Vol. 41 J. R. (DICK) HOUGHTON, *Editor* **No. 2**
BILL ROBERTSON, *Assistant Editor*

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic-Public Relations Department for men and women of Southern Pacific Company.

Sacramento Division

Head Reporter: John A. Collins, Supt's Office, Sacramento. Assistants: Bill Birdsall, Roseville; Evelyn Polich, MP&C Dept., Roseville; Hildur Daley, Dist. Timekeeping Bureau; Pat Maxwell, Engineering Dept., Sacramento; Jean Lischeid, Supt's Office, Sacramento.

Sacramento: Sacramento boasts four Masters of Masonic Lodges for 1957, all SP men: Lloyd Cole, machinist; Conrad Herrman, car inspector; Jack Switzer, material inspector; and M. H. Graham, asst. head timekeeper. . . . Sympathy to Station Clerk Lloyd Wagner in the loss of his mother. . . . New accident clerk is Blanche Wallner, formerly of the Steno Pool. Replacing Blanche is Barbara Kipp, steno. . . . File Clerk Mildred Hariow's son has joined the armed forces. . . . Speedy recovery wished for Merv White, who broke a bone in his foot while splitting logs. . . . Welcome addition to the Bills Payable Department is Ann Maxfield, who transferred from the Dist. Timekeeping Bureau. . . . Glad to report that Asst. Station Clerk "Dutch" Rominger is getting along fine after his surgery.

Engineering Dept.: Welcome to Rodman James McKeegan, former professional baseball player. . . . Asst. Engineer Dick Dewey has been a consistent winner in local camera competion during the past year. . . . Dorothy Samuelson has taken up photography as a hobby.

Dist. Timekeeping Bureau: Welcome to Charles Lediard, record binder clerk, from London, England. . . . Sympathy to John Gheifi, timekeeper, in the loss of his mother; and to Romie Serna in the loss of his uncle.

MP&C Dept: Edith Abbott, of Roseville, has been recuperating after recent hospitalization. . . . Speedy recovery wished for Hilda Hall, clerk, who has been in General Hospital. . . . Elmira Harris, clerk, entertained fellow employes at a dinner in her home. . . Honored recently when they retired were John Ahlf and Jacob Borcz, car inspectors at Roseville. . . . W. E. Wade has been appointed fuel statistician clerk in the Supt's Office. . . . A rapid recovery hoped for Henry Lichtenberg and F. R. Thomas, both of whom have been in General Hospital.

Engineering Dept.

Head Reporter: Lee DeKoker, SF. Assistants: John M. Cadden, System MofW Shop.

Some warm handshaking took place when Bill Black, looking fine, dropped in recently. . . . Glad to report that Bea Perrella is feeling better and expects to return to work soon. . . . Many humorous postals were received from Bernice Jackson, via Mexico. . . . Was Bob Sweeney surprised when he opened his lunch to discover he'd mistakenly picked up his fellow passenger's lunch and vice versa. . . . Bill Watkins enlarged his family with the addition of a bouncing boy. . . . Eldon Cofer became a grandfather for the sixth time; the latest one born in Alaska. . . . The month's hard-luck story: Flo Toto ran off to a hardware store after work to replace a broken part of her vacuum coffee maker, breathlessly made her way home only to break another vital part of the same coffee maker! . . . Welcome to Robert Gudgel, rodman, and Norbert Tracy, junior clerk. . . . Sympathy to Carol Ann Hill in the loss of her father.

Valuation Dept.: Welcome to Frank Klein and Gerald Gault, new employes.

System MofW Shop, WO: Joe Schuler and his wife are very happy over the adoption of Jane Alice, age two months. . . . Sorry to report that Pete Matulovich has been in the hospital. . . . Welcome to our new head clerk, Carl Moothart, and new sheetmetal worker, Earl Fewerin. . . . Congratulations to Frank Treitas who was appointed head machinist. . . . Are we proud! Our shop has had a full calendar year without an accident.

Los Angeles Division

Head Reporter: L. E. Paddock, Supt's Office, Los Angeles. Assistants: J. Ann Macon, Supt's Office; Helen Everett, Dist. Timekeeping Bureau; R. R. Carter, Robert Grier, Wm. Fontenot, LA Freight Station.

Elmer Johnson's son, Lawrence, now stationed with the Army in Germany, won a skiing tour in the Bavarian Alps and a tour of King Ludwig II's fairybook castles, Linderhof and Neuschwanstein. . . . The RBWA Bosses' Night banquet held at the Hollywood Roosevelt Hotel January 17 was attended by more than 300 members and guests. . . . Screen star Debbie Reynolds (daughter of Locomotive Carpenter Raymond Reynolds) and singer Eddie Fisher were guests of honor. Debbie presented a plaque to our first honorary member of RBWA, George Hanson, president of Pacific Electric. Entertainment was furnished by The Transportation Crippled Children's Club, which is sponsored largely by SP employes and has on its board of directors many SP "bosses." . . . We received a note from Ben "In the Pink" Broyles in which he wished to thank everyone on the Division who donated money for his "red cans." The money he collected helped make it a happier Christmas for hospitalized employes.

Dist. Timekeeping Bureau: We had a good time at our annual party which was planned by Lucille Jacobson and Vivian Cole. . . . Your reporter played the accordion and solos were sung by Margreie Christensen, Rueben Ellwing and Harry Shea. . . . Visiting us was former *Bulletin* reporter Bobbie Graham and her daughter, Bonnie. . . . Nice to have Dorothy Creighton back from sick leave.

LA Freight Station: The Brotherhood of Railway and Steamship Clerks annual joint installation of officers and dance was held at the Hotel Statler on January 12. It turned out to be a fine party. . . . Sympathy to Earl Williams in the loss of his step-father, and to Aaron Mason in the loss of his uncle. . . . Last Christmas, as always, the LA Freight Station employes contributed money to purchase toys for the patients of the LA Crippled Children's Hospital. Chairman of the committee was George Power. Assisting him were Fey King, Everett Plambeck, Will White, Frank Rodriquez and Elmore Strayhand. . . . Welcome back to Jimmy Coyne, James Brunsman, Gabriel Munoz and Fernando Jacques, all of whom have been ill.

Vacationers included Robert Grier, Henry Puga, Jimmy Walker, Archie Currie, Paul Corral and Raymond Carter.

24th Street Station: Speedy recovery wished for Sam Freed who has been ill. . . . Al Strong is on a three-month trip to Sweden. . . . A daughter was born to Kookie Okada, former employe. . . . Honored at a dinner in Chinatown

SP OGDEN MALE CHORUS HONORED. Hazel Park, director of the "Open Door" weekly radio program on KVOG, Ogden, presents scroll to Owen Rouse, director of SP Male Chorus, in recognition of 1,000 hours of public service to "shut-ins" by the chorus. Listening audience of the "Open Door" program extends through Utah, Idaho and Wyoming, and particularly includes patients at hospitals, nursing homes, infirmaries and crippled children's hospitals as well as persons who are bed-ridden at home. The male chorus has appeared on the program and has gone to various hospitals in person to tote up their music-filled thousand hours.

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RECENTLY MARRIED were the former Katie Minarich, who works as steno in the Master Mechanic's Office at Roseville, and Eugene Kingsley.

was Lorraine Himes, who is "expecting." . . . Archie Ruiz and his beautiful wife, Elena, both members of the SP Band, were chosen to ride the float "La Fiesta" in the Rose Parade. They made a very handsome couple.

Dining Car Department

Head Reporter: D. D. Doig, San Francisco. Assistants: O. L. Baldwin, West Oakland; Walter Geertz, Oakland Pier; Douglas Christensen, LA.

General Office: David Jacoby, chief clerk, has been presented a Silver Beaver award, one of the highest honors bestowed by the Boy Scouts of America. Dave has been doing outstanding work in the East Bay area for years. . . . Henry Purdy, supt., and John Dayak, chief clerk of News Service, have been enjoying the SP Golf Club tournaments, and doing very well. . . . Andy Grant, former manager of the laundry, is enjoying his pension.

West Oakland: Steward Urban Wallace, after 32 years' service, has finally yielded to the siren call of the pompano and Florida bayous. . . . Visiting us lately were Pensioners Elmer Romine, Bob Grace, Henry Nix, George Hurd and others. It's always good to see the "old-timers."

Los Angeles: It is with regret that we announce the sudden death of Steward John Schoumaker, who had been with our company for 20 years. . . . Good to have Steward James back on the *Lark* after his lengthy illness. . . . Speedy recovery wished for John Logan, Charles Glenn, Colwood Darensbourg and Hazzie Wallace.

Coast Division

Head Reporter: Robert J. Conley, Supt's Office, SF. Assistants: Clyde Evans, Supt's Office; Paul Mundt, 4th & Berry Local Freight; Ray Buechner, Bayshore Shops; George Humble, San Jose; Sallie Jones, San Luis Obispo; Ralph Peterson, Watsonville Junction.

Superintendent's Office: Brayton Laird, who has served for many years as station clerk, has received a temporary assignment in Personnel Dept., General Office. . . . Bayshore Car Clerk "Nick" Nickerson's many friends wish him a speedy recovery. Nick has been undergoing treatment in the company hospital at Tucson. . . . Leslie King transferred recently from the Portland Division and has been working as signal clerk. . . . Frances Brimer, Amir Nejat and Clyde Evans were appointed as 1957 SP Club representatives for Timekeeping Bureau, Engineering Dept. and Superintendent's Office, respectively. . . . The Southern Pacific Mainliners' Club held their first Christmas party at San Jose with Dan Kennedy acting as "Santa Claus" distributing 72 sacks of candy to the members' children. The club also had a "Valentine Dance" at Alpine Park, San Jose, Feb. 10. . . . Herb Caen, in his popular San Francisco newspaper column, wrote last month, ". . . There will be SP flagman at 2nd and King manages to look like the meticulous, dedicated flagman of yesteryear: always neatly dressed, wearing a necktie and hat, and shoes that positively glitter." He was referring to our own Theodor Brand. In a "thank you" note to Caen, Theodor quoted Joubert: "In clothes clean and fresh there is a kind of youth with which age should surround itself."

Mechanical Dept.—Bayshore: Louie Pardini, Waukesha Dept., has returned to work after having been in the hospital. . . . Ted Rutherford, electrician, returned to work after being off with an injured knee. . . . John Reber was called to New York due to illness of his father. . . . Our congratulations to John Hendon, electrician, upon being elected president of Local Federation of Shop Crafts. . . . Welcome to new electrician, Peter Bone. . . . Men in Waukesha Dept. wish to congratulate Foreman J. R. Hickey on his campaign to expedite good housekeeping and safety in the department. . . . Welcome to new sheet-metal apprentices Kenneth Huffman and Byron Macdonald. . . . Tom Dimos, blacksmith, became a grandfather for the first time. . . . Gilbert Metzgar, pipefitter, received his "greetings" from Uncle Sam and is now at Ford Ord. . . . Speedy recovery to Walter Clarke, Ira Stevens, George Ouellette, Frank Newmann, Charlie Martin, Frank Malestesta, Jess Virreal, and Alvin Lewis.

Peninsula Area: There was a fine turnout at the recent dinner held by Railroad Clerks Local 883. The turkey drawing and prizes were won by Vincent Sgarlato, storekeeper at San Jose, Coke L. Goates, C/L checker, and Frank Sarmento, clerk at Roundhouse, San Jose. The committee which was responsible for the great success of the affair was composed of Bob Emlay, Phil DiGiovanni, Ernest Taylor and Vincent Gallo, all of the San Jose Freight Station. . . . Walter Garder has returned to his duties as cashier at San Jose freight after a brief illness. . . . Sympathy to Milton Stewart and to T. H. Stubenrauch in the loss of their wives.

San Luis Obispo: SP Social Club recently held a turkey dinner at SLO. Incoming President Ralph Cendali presented a gift, a picture of an 1800 type railroad station and locomotive, in color, to retired Engr. Robert N. Umbertis, who was the guest of honor with his wife at the dinner and party. A parchment plaque was also presented to Umberts, expressing the appreciation of the club for his outstanding service since he became a charter member.

Monterey Bay Area: Speedy recovery wished for Yard Clerk Arthur Hollister who has been in General Hospital. . . . Vacationers included Wilma Lowney, Louis Meyers and Glenn Ryder. . . . On the sick list has been Car Foreman E. B. Dickie.

4th & Berry and Drumm St. Station: Vera Cline, typist, brought her granddaughter to the office recently; the little girl made quite a hit. . . . Samson Yearling, motor vehicle messenger, visited his sick mother in Shreveport, Louisiana, last month. . . . Amelia Gonzalez, clerk typist, spent a few days in N.

FIRST WOMAN ever elected in Utah to preside over a local labor union lodge is Lorraine Eide, Ogden, elected president of Lodge 926, Brotherhood of Railway Clerks. She succeeds Hugh O'Neil, Bulletin head reporter, shown presenting her the gavel. Other officers elected include Wm. Woolsey, vice-president; Udell Kearl, secretary; Hugh O'Neil, legislative representative; Lloyd Richins, chaplain; Edith Reifsnider, sgt.-at-arms; Dan De Groot, inner guard; Joseph Roberts, outer guard, and Michael Gray, trustee.

Mex. . . . The annual Southern Pacific bowling tournament is to be held in Reno, Nevada, the weekend of February 22nd. Many bowlers from this office are signed up and anticipate having a good time. The best of luck to you! . . . "Sally" the prize-winning Kerry Blue Terrier of the Lee Whelans died January 18. In the three-year span of Sally's life, she won nine blue ribbons, the last one being at the San Mateo Dog Show, December 2.

Yuma Division

Head Reporter: Don McLeod, Supt's Office, LA. Assistants: Salome Lopez, Yuma Yard Office; Paul Jackson, Indio Roundhouse.

Indio: Engineer D. B. Hunt has been released from the Tucson Hospital and is back at work. It's good to see him. . . . Speedy recovery wished for Engineer J. F. Littell who has undergone an operation in General Hospital. . . . Engineer W. L. Geiss believes in doing things up big. Took all three of his children to the hospital for tonsil and adenoids operations. . . . Marvin Lang and G. J. Johnson were up most of Christmas Eve delivering food and toys to needy families.

ROD AND GUN CLUB officers elected to serve during 1957 included (front row, l-r) C. B. Griggs, recording secretary; C. C. Molinari, 1st vice president; C. A. Ellis, president; S. B. Gardiner, financial secretary; H. L. Loreto, publicity director. In second row are J. B. Reine, board of directors; I. F. DiMaggio, historian; C. A. Anderson, sergeant-at-arms; William Gorlich, board of directors; R. J. Kane, board of directors; Mel Harvey, outgoing president; L. A. Spitzer, board of directors. Not shown in picture is L. A. Arlett, 2nd vice president.

Pacific Fruit Express

Head Reporter: H. M. Ferguson, SF. Assistants: Charles Mello, Accounting Dept., SF; John Allen (photographer), Traffic and Claims Dept., SF; Guy Lawrence, Car Dept., Tucson.

Administrative, SF: Very pleased to announce that Hal Noetzelmann is back at his desk in the Purchasing Dept. after his recent injury. Pete Ingraham, who took over the invoice job while Hal was on the sick list, has bid into the AAR Bureau, replacing Steve Aichel, resigned. . . . Pensioner John O'Shea, AAR Bureau, was back for a visit in a very jovial mood. . . . Eileen Cregan, head of our Typing Bureau, and our most ardent golfer, tells us she thoroughly enjoyed the Bing Crosby tournament at Pebble Beach last month, despite the rain. . . . Jim Jones and Dick Maurer, our mechanical refrigeration car experts, returned from a teaching tour of our installations, glad to be back in the California sunshine after the snow and ice they encountered elsewhere. . . . Dotty Granius, Typing Bureau, is bowing out after six years as SP Club representative, in favor of Janet Finetti, also of Typing. . . . A cheery welcome back to Lawrence "Tam" Tambling, Refrig. Dept., after two months in General Hospital. . . . A very large welcome to Charles Tewksbury who joined our PFE family in SF last month. Charlie formerly worked at Sparks installation. . . . Retired Foreman Inspector Edgar Cooper has been in General Hospital for an operation on his eye. He says the hospital staff has always been extremely helpful to him.

Accounting Dept., SF: Retiring on January 31 after 32 years was Frank Johnson, of freight Claims. We wish him happy retirement. . . . No longer commuters are Pat and Les Madden. They've moved from Oakland to San Francisco. . . . Vacationers included Rose Marie Jahnke and Charlotte Morris. . . . Welcome back to Lora Gardner, Typing Bureau, who has been ill for over a month. . . . John Dougherty has been recuperating after an ankle injury.

Tucson: John "Chicago" Withers, laborer, Tucson, while returning from a fishing trip on the California Gulf, had the misfortune to meet a very stubborn steer on the highway in the middle of an Indian reservation. . . . John says the steer "wasn't about to move" so he had to take to the desert—and then things happened. A tire blew out causing his trailer and boat to be slightly wrecked, and fish were scattered all over the desert and highway. Guess that was a wrong steer. . . . Bill Granger, Jesus Sandoval and Bill Stewart have been on the sick list for some time. Hope to see them back on the job soon. . . . Sympathy to the family of R. Clarence Preston, carman helper, who was killed in an automobile accident, and to Leroy Truckey, carman, in the loss of his wife.

Shasta Division

Head Reporter: Marjorie D. Calloway, Supt's Office, Dunsmuir. Assistant: A. H. Sullivan, Klamath Falls.

Clerk Mary Rossetto's child is the first of the new year in Siskiyou County and as such brings her parents a load of gifts from the local merchants. . . . Sympathy to Road Foreman of Engines R. M. Dickson in the loss of his mother. . . . Jerry Harmon, son of Conductor J. A. "Tex" Harmon, was named as outstanding scout of his troop for the past year and was given a trophy. . . . Welcome back to work to the gal with the infectious giggle, Clerk Bernice Wilson. . . . For the girl with the most PEP we nominate Jane Harper, PMO. . . . Hosp. Dept. Physician D. D. Todorovic and wife are on a cruise to Jamaica. The doctor is attending classes in medical hypnosis while on shipboard. . . . Engineer Ivan Tucker and wife, Della, clerk, have announced the engagement of their daughter, Kaye, to Conductor R. H. Pinson's son, RHP, Jr. . . . You can call Crew Dispatcher Tony Barber "grandpa" now as his daughter presented him with first grandchild. . . . Our pensioners doings: Neither rain, snow, sleet nor hail keeps retired MP&C employes Antonio Brun, Jr., and "Gee-Joe" Zanotto from attending the local cinema. . . . Retired Engineer "Bertie" Lee, now operating a motel on the Oregon Coast, was in Klamath Falls visiting. . . . Retired Engineer J. K. Reno is a mere shadow of his former self, after a miracle diet, (per advice Retired Engineer North Ahlstrom). . . . Retired Engineer C. N. Bryan, photography bug, who took numerous colored slides of the activities of local engineers and wives at BoLLE Convention in Denver, had an interested audience when he showed these engineers and wives the results of his shutter-bugging. . . . Master Mechanic L. P. Oberkamp got all his office family together, retired and working, for a luncheon. . . . Sympathy to Clerk Fairbanks Bellinger, who returned from Detroit after being called there due to the death of his wife's father. . . . Kenna C. Gandee, son of Clerk K. L. Gandee, married the former Delores McFarland.

THEY MAKE VIOLINS. Interesting and exacting hobby of Section Foreman Robert Wallace, Gilbert, Arizona, and his son, Bob, a college junior, is that of making these beautiful violins. The inlay work alone on each violin requires from 60 to 200 hours of loving labor.

Hospital Department

Head Reporter: Mary Backus.

A retirement luncheon was held in honor of Clarence Austin, purchasing agent of the hospital, when he closed his career with SP after 28 years' service. His retirement days will be busy ones on his walnut ranch in Santa Rosa. . . . Welcome to Robert Ballard, clerk. . . . Clerk Jane Kowski, immediately upon her return from a six months' visit with her sister in France, was confined to the hospital due to an injured knee. Best wishes for a speedy recovery to her, and also to Dr. Ford Flinn, Bobby Cole, Frank Stewart, Agnes Arquinest, R.N., and others who have been on the sick list. . . . Our sympathy to the family of Mildred Granucci, R.N., who passed away at St. Mary's Hospital. Her new born son, Robert, although still confined to an incubator, is doing very well.

THEY LIKE KIDS! Harry Neumann, B&B carpenter, Alturas, and his wife, who have three children of their own, have taken care of 146 children under the Foster Parents Plan the last 15 years, and recently adopted Charlie, a Korean war orphan shown here, for their own.

San Joaquin Division

Head Reporter: Sylvia Ahlgren, Supt's Office, Bakersfield. Assistants: Charles Snook, Ruth Eiffler, Fresno; Elvin W. Smith, Edna LaGore, Hannah O'Brien, M of W Dept.; Dan Parker (photographer), Bakersfield.

Our local Good Will Ambassador without portfolio, Switchman James Shurley, recounts many fascinating stories of the people and history of Canada, a good deal of which he acquired during his extended trip through the wilds of Canada last fall. Among souvenirs of his trip are magnificent hand-knit sweaters and a book, "The Alberta Golden Jubilee Anthology," personally autographed by the Hon. Ernest Charles Manning, Premier of Alberta, and the late Hon. John Bowlen, Lt. Governor of Alberta, which was given to Shurley in appreciation of his keen interest in Canada and its people.

Pensioners Walter Rhyne, Bill Isham and George Aye recently visited their old haunts at Fresno. Retired Conductor Floyd Bigelow, who passed his 74th birthday in December, makes a daily trek to the depot at Bakersfield to see that the locals move out on time. . . . Signal Maintainer Bob Gordon doesn't need a wastebasket at home any more. His parakeet has developed an enormous appetite for paper. Last month it ate Bob's time roll! Must be something lacking in its system. . . . Chuck Underwood is now at home and is improving steadily. . . . Clerk Wayne Lyman's best Christmas present was the arrival of his bride, Marjory, on Christmas Eve. They were married in Canada last October, but her arrival in the United States was delayed by a tangle of international red tape. Marjory is a native of Scotland. . . . The first dance given by the newly-organized SP club at Bakersfield was such a success that demands for an encore necessitated arrangements for a Valentine Party Dance this month. . . . Sympathy to Don Wimer in the loss of his mother. . . . It was hello and good-bye in the Signal Department when Dow Runion returned from military service and Robert Webb left to serve his country. . . . Charles Barnes entered the Air Force on January 14. . . . Lots of luck to Engineer Bert Fisher and Agent A. G. Burdick who recently retired.

Pacific Motor Trucking

Head Reporter: Dave Zanone. Henry McEvoy, Central District; Larry Collins, Eastern District; Dick Espinoza, Southern District.

Southern District: George Acker, file and distribution clerk, Los Angeles, was pictured in a recent edition of the Los Angeles Times in Jack Hyde's "Apparel Wise" column, doing what George does well and profitably—modeling. Acker attends dramatic school five nights a week.

General Office: Welcome aboard to Robert Jones, new steno-clerk.

Tucson Division

Head Reporter: Leroy Magers, Supt's Office, Tucson. Assistant: Evelyn Hunter, Tucson Freight Office.

Supt. G. A. Bays, worthy grand patron of the grand chapter, Order of the Eastern Star, was honored by a reception at the Masonic Temple, Tucson, January 15, having recently completed his official visits to other chapters in the state. . . . Car Distributor C. R. Smith has returned after being on sick leave. . . . Myron Litwin, former relief clerk, now in the Air Force, is stationed at Biloxi, Miss. His wife left Phoenix recently to join him there. . . . Welcome to new Steno Elena Ossio. . . . Welcome back to Bobby Codner, steno, who has returned to work. . . . Thanks to those

employes giving blood this past month. Our Tucson Sanatorium uses lots of blood and any blood given is credited to our account by the Red Cross. Remember, the fellow worker you help today may be helping you tomorrow.

Western Division

Head Reporter: Alice Whitney, Oakland Pier. Assistants: Arilla Bettencourt, Tracy; Gladys Amick, Stockton; H. Larsen, WO Diesel Shop; Marjorie Perkins, 5th & Kirkham Streets.

Tracy: Engineer L. V. Noblitt and his wife returned from a Montana hunting trip with an antelope and a deer. Then Noblitt went to Wyoming where he bagged an elk. . . . First baby born in 1957 at Tracy Community Hospital belonged to Engineer Carl Booth and his wife. So they received many gifts for their daughter, donated by local merchants.

Stockton: Nice to see Pensioners Lee Money, John Harbor and M. I. Spencer dropping by to say hello. . . . Sympathy to the family of retired Switchman Walter Johnson, who passed away. . . . Telephone Operator Julia Perasso was honored at a farewell party at the "Tropics" by 80 of her friends. She had been an operator with SP in Stockton for 30 years. . . . Dispatcher C. S. Severson spent his vacation in Sioux City, Iowa, and brought home a new bride. . . . Welcome back to Ink Report Clerk Bob Haverbach, who has returned from Tracy. . . . Sympathy to Harriet Lucas in the loss of her mother, and to Bill Barnett in the loss of his wife.

5th & Kirkham: Welcome to Demont Call, Mollie Dinkins and Al Spain.

Water Service: Guests of honor at the annual Water Service Department party were Pensioners Edgar Brown and Charles Stewart. . . . Sympathy to Water Service Supervisor Harry Peterson in the loss of his mother.

Engineering Department: Speedy recovery is wished for Herb Julson, asst. engineer, Stockton, who has been in the Tucson Hospital. . . . Cost Analyst Robert Gunderson has entered military service.

Timekeeping Bureau: Congratulations to Florence Cochrane, whose daughter, Barbara Williams, presented her with another grandson.

Oakland Pier: Welcome to Beryl King, steno-clerk, whose hobbies are photography and painting.

HAPPY HELEN GRIFFITH of the Personnel Department, Pacific Fruit Express, San Francisco, announced her engagement last month to lucky Joe Hanson.

General Claims

Head Reporter: Mary Jo Rader. Assistant, Beverly Samples, Los Angeles.

District Claims Agent Orron Luster is hoping to become a second Ben Hogan now that he has a lovely new set of golf clubs. . . . District Claims Agent Ed Goins has taken up the hobby of colored photography along with the rest of us camera fans. . . . A new intercom system in every room of his house proved to be painful for Al Thomson, claims agent. . . . While clambering around in his attic putting wires in, he broke a rib. At least if he is laid up, his voice will still get around. . . . Raising low-slung dachshund puppies is keeping Claims Agent Gene Powell busy these days.

Los Angeles: District Claims Agent Ernie Mason got a sparkling new pink and white automobile with all the trimmings. Boy, what class! . . . Steno Beverly Samples and her husband, Charles, went to Las Vegas for a weekend trip and had a ball.

Tucson: Welcome to Steno Dolores Longshaw, who hails from Chicago.

Communications

Head Reporter: Henry L. Loretz, SF. Assistant: Jeanette S. Franch, LA.

A hearty welcome to new people in the plant department: Ken French, Wallace Nicholas, Bob Chase, Bill Toombs and Joe Deluca. . . . Deepest

sympathy to the family of Ed Polek, who was killed in an auto accident. . . . All of us were pleased to hear that Bill Bird won the 1957 Safety Top-Pix slogan with, "Don't rush Heaven in '57." Bill, who is our district lineman, has quite a reputation as a deer hunter and is an advocate of the hunter safety program as well as safety on the job. . . . Erma Kinney has resigned to become a full-time mother to her baby daughter. . . . Sympathy to George Moss in the loss of his wife, and to Bill Vanettes in the loss of his father.

Traffic Departments

Tucson, Phoenix: Bill Gottwald.

Phoenix: Flo Brown, secretary to A. W. Prenovost, became a grandmother for the first time—a bouncing baby girl—making Flo's mother a great-grandmother. Should be plenty of comparisons between Flo and her boss, inasmuch as the Prenovost grandchildren now number 17—with two more anticipated. Thoughts in passing—who broke the first toys at Christmas—the children or their parents?

Tucson: Lorraine Hanson is the early bird this year. She had her vacation last month. That red-haired gentleman with the swelled-out chest is our Tom Smith, who is bragging about his second grandchild—a brand new baby girl.

Passenger Traffic-Public Relations, SF: Don Wright, Ellen Hoggan, Maxine Bryce, Judy Zografos.

CTSA, SF: One of our new employes, Robert Cruz, is an accomplished concert pianist. He is eagerly awaiting arrival of his belongings from New York, consisting of piano with organ attachment and quite a collection of phonograph records and "hi-fi" set. . . . Beverly Gregory has an unusual hobby—bird watching. She is getting to be quite an authority on all sorts of wild bird life, and spends a great deal of her leisure time at her cottage near Fallen Leaf Lake. . . . A couple of ardent stamp collectors are Bert Edwards and George Van De Venter. . . . Joe Diani has presented his fiancee with a beautiful diamond ring. . . . Hammond Thomson was host at a farewell party for Jack Allerton, who has scheduled a European tour.

DPO, SF: Good to see Bill Fleenor back again after his sick leave. . . . Retiring the 9th of this month after 37 years' service with SP was Olive MacDonald. We'll all miss her. . . . Al Ends has been recuperating from being "father of the bride" at his daughter's wedding January 6.

PT-PR, SF: Ever try a "plow," or a christy on a lovely hill of powdered snow? No? Well, do, says blonde Audrey Goss, who scampers up to the snow country at every opportunity. . . . Georgia Schroeder now watches television if she wants to or not. Because of the pleas of her son, Paul, who likes the Injuns and cowboys, she invested in one of those new-fangled luxuries. . . . Barbara Scott, our lass from Scotland, spent a week in Portland this month with friends. Wonder if she had the chance to play the piano while up there. She used to play the 88's in supper clubs. . . . Marjorie Glover, editor of *Inside Track*, assures everyone she's going to get those mile-high files and year-old magazines off her desk just "as soon as I get a little time." . . . Vasco Delucca was commended by someone outside the company for his outstanding telephone personality.

General Freight, SF.

When Ray Wilmore finished his informative talk on diversions, bills of lading, etc., before John Detlor's rate class, there was general comment about the John Barrymore quality of his voice. Ray developed his voice many years ago when he barked orders to crew of windjammer on which he sailed 'round the Horn. . . . Pensioner Harold Smith looked so well after his sojourn in Europe that Julius Edling decided to do likewise, following his retirement. He left for faraway places. . . . Fortified with Spanish lessons from Patricia Sullivan, Janet Henry braved the South American countries. She found Chile warmest of them all! . . . Barbara Barrett finds delight in upski and downski facilities of the high Sierra. . . . Any visits Marian Darnall makes to stations in Central California from now on will be purely social. This veteran and much-travelled tariff inspector has retired after 48 years' service.

Sacramento Shops

Head Reporter: Jack G. Palermo, Supt. MP's Office.

The SP Club of Sacramento held its annual free dance at Governor's Hall on the 9th of this month. A record crowd of fun-seekers attended and the

THEIR'S WAS THE BEST! Freight Carman Ted Polley, Los Angeles Shops, and his wife received a plaque from the Cresenta-Canada Junior Chamber of Commerce for having the best home-constructed outdoor Christmas decorations in their area. Their display included Santa in his sleigh, complete with reindeer, riding into the sky.

dance committee is to be congratulated for a job well done. . . . Dan Parenti, molder, was invited by Governor Knight to the Industrial Safety Conference held at the Biltmore Hotel in Los Angeles this month. . . . Mighty proud is Milo Gates, molder, who recently completed construction of his cabin at Bucks Lake. . . . Sympathy to Albert Kropp in the loss of his mother, and to Tony Glero in the loss of his father. . . . Welcome to John Garberick, new steno-clerk in the Drawing Room. . . . Our very best wishes for Molder Herman Seeman who retired after 40 years' faithful service.

Los Angeles Shops

Head Reporter: Victor Schiro.

Upholsterer Apprentice Joseph Ferrari joined Uncle Sam for a tour of Army duty. . . . Freight Carman Richard Mesa has joined the latest unit of the 301st Special Forces Airborne Detachment Reserves. This unit is the only one of its kind on the West Coast teaching guerrilla warfare. . . . Painter Apprentice Buddy Brower and his motorcycle have been separated due to his entering the blessed state of matrimony. . . . Passenger Carman Samuel McPhail has another grandson. When asked how many grandchildren he has, he smilingly answered, "Ten." . . . Passenger Car Foreman Robert Hefner has managed the Alhambra Elks Club "Babe Ruth" League baseball team to an undefeated season. . . . Pipefitter W. J. Edmisten and family lived in Maywood for 18 years with no mishaps, but three weeks after they moved into their new home, a half mile away, the home was broken into and robbed.

Salt Lake Division

Head Reporter: Hugh F. O'Neil, c/o Supt., Ogden. Assistants: R. E. Stephens (photographer), Ogden; Myrna C. Logan, MP&C Dept.; Elsie Morelli, Carlin.

Carpenter Richard Welsch has been called into the armed forces, while Clerk Lamoin Garrard and Brakeman Frank Francis have been discharged. . . . The new lodging facility at Wendel for train and enginemen has been completed. This new facility provides 18 new guest rooms, 36 beds, recreation room and a restaurant. . . . Assistant Trainmaster L. J. McHugh acted as master of ceremonies at a successful employes' family night and safety rally held at Carlin on January 4. The committee in charge consisted of W. B. Knight, J. D. Brown, F. C. Rice, J. C. Rouse, J. W. Osmun, J. F. McElroy, R. C. Mills, P. O. Peterson, J. M. Stout, R. P. Conway, F. C. Call, H. L. Covington, J. W. Minola, P. L. Trudeau, D. V. Harper, E. W. Bennett and Mary Dae Fisher . . . Machinist Archie W. Ranson has been elected president of Local 1425, International Association of Machinists, Ogden.

A baby shower was given for Val McHugh, wife of Assistant Trainmaster Lyle J. McHugh. . . . Crane Engineer Joseph V. Roberts has been chosen as a member of the Weber County Sheriff's Jeep Patrol. . . . Lucky deer hunters include Section Foreman Louis Severs, Clerk John A. Roberts and Stockman Frank Horspool. . . . Welcome to new employes: Steno Venna Bouwhuis, B&B Helper James Golden and Clerk Mary Busico. . . . We have had on our sick list: Brakeman David Stevenson, Hostler Amel Almquist, Machinist Felix Colbert, Fireman Ernest Gross, Electrician William B. Ware, Carman George Gentile, and Clerk Bertha Christiaens. . . . Newly elected officers of the Order of St. Christopher for Catholic Railroadmen are Hugh F. O'Neil, president; Leland L. Sanders, vice president; Joseph Costello, 2nd vice president; Bud J. Wardle, secretary; and Walter M. Wheeler, Leo Egan, and James Caruso, trustees. . . . Marge Van Sweden has transferred to the Timekeeping Bureau.

Rio Grande Division

Head Reporter: Tona Prewitt, Supt's Office, El Paso. Assistants: Juana Haight, Douglas; Paul Humphries, Lordsburg; Julia Hassman, Deming; Helen R. Nowell, Carrizozo; Lucie E. Wright, Al Bouchard (photographer), Tucumcari; C. W. Vance and R. L. Barnum, El Paso.

We had a party for Eugene Barton, asst. head timekeeper, on his last day of work after 36 years' service. He intends to do a lot of fishing from now on. . . . Twelve veteran employes received 20-year pins from Local Lodge No. 527 of the Brotherhood of Railroad Carmen at a dinner held in their honor at Tucumcari. Among those receiving the pins were Joe Gomez, Frank Gonzales, William Thrasher, Joseph Bohlsen, Gerald Gardner, R. H. Smith, Charles Brown, Raymond Arce, Rafael Guerra, Michael Salazar, Sr., Joe Terrazas, and Jesus Velasco. . . . William Dunn, messenger, yard office, El Paso, is now in the U. S. Navy and has been in Australia. . . . We welcome Bela Vadasz, a Hungarian refugee who is now working with us as a rodman. Prior to his flight from Hungary, Bela worked for six years with the Hungarian States Railroad. With him are his wife and three-year-old son who are awful happy to be in the USA.

General Office

Motive Power Dept., Dorothy Nicholas.

Bob Bradley, Fred Pratt, Ted Grish and Dick Otero are collectors of a stamp collection that will be valuable in the future. They are collecting United Nations Stamps which are published four times a year, on commemorative days. Henry Ricker also collects stamps, but his collection is international, while Frank Leaver collects only United States stamps. . . . In his spare moments, Jim Sanford is a composer. His favorite musical instrument is the violin. Jim has a Bachelor's Degree in music from the San Francisco Conservatory of Music. . . . Welcome to the "Dapper Dan Club" George Bradley, Eddie Carter, Bill Presho, Bill Thomford, Wally Greb, Mel Harvey and Ed Thompson. . . . Recuperating after recent surgery were Frank Leaver and "Tish" Tichner. . . . Good to hear that Pensioner Bob Booker is better.

Aud. Frt. Accts., John McAdam.

The AFA bowling committee, consisting of Erven Taylor, Robert Jones, Dick Fischer, Joyce Hansen and Evelyn Miller, announce that the semi-annual bowling tournament has been tentatively scheduled for March 9 at the Broadway Bowl in Oakland. . . . Paul Lazootin has been sporting a sassy new car. . . . Frankie Hubby has been recuperating at home after a visit to the hospital. . . . Speedy recovery wished also for Bruce Gange. . . . The revising bureau is developing into a stock market-conscious group. . . . Golf champ Jim Flanagan is making it tough on the rest of the boys. He received a new set of woods and a golf cart for Christmas.

Aud. Misc. Accts., Perry "Buzz" Farrell.

Southern hospitality flowed at the home of Lillie (Dixie) Rich who gave a baby shower for Barbara Wohlken. Must have been a terrific party. Lillie left immediately afterward to rest two weeks in Alabama. . . . The Art and Hobby Shop in Sausalito was the scene of an art exhibit made up entirely of Beverly Wilke's paintings. Portrait, anyone? . . . It's good to see Millie Carroll back on the job. . . . Don Munton continues to lead the SP basketball team to victory. . . . Shirley Perry enjoys reading "Mad" during her coffee breaks. . . . After more than thirty years' service, Minnie Chaffee has closed her career with our company. . . . Sympathy to Ray Muther in the loss of his father. . . . Welcome to newcomers Barbara Wyatt and Dorris Milton. . . . Speedy recovery wished for Gladys Rumsey.

Vice President and Gen. Aud. & Asst. Gen. Aud., Shirley Bettencourt.

It was goodbye to Lorine Reppeteau who has become a full time homemaker after being with our company ten years; and welcome back to Jack Maitre on his release from the Air Force who took over for Lorine. Welcome also to new employes Dixie West, Jim Owen, Bill Suman, Jack Bongberg, Bill Taylor, and transfers Floy Brown from Disbursements, Earl Conley from Pay Roll and Tom Boyce from Freight. . . . After giving Earl Flint such a bad time about his fishing, we think it only fair to report on his last trip—he came home with a five pound striped bass. . . . Joe Solari, Dave Helm and Shirley Bettencourt were among the group on the first Ski Club trip of the season to Reno.

General Stores

Head Reporter: Joe Valdez, SF. Assistants: Edythe Flood, El Paso; John Diaz, Geo. Gerichten, West Oakland; Leo Keller, Brooklyn.

Sacramento: Local RBWA members entertained the District Five conference of Railway Business Women's Association held in Sacramento January 26 and 27. Visiting delegates enjoyed touring our Camellia City. . . . A "grandfathers race" is being run between Store Foreman Ray Thomas and Surplus Bureau Head Charles Smith. Both are now grandfathers for the tenth time! . . . Good luck to Charles Stanphill, who has entered military service.

San Francisco: A rapid recovery is wished for Enrico Lorenzetti, head voucher clerk, who has been ill. . . . Good to see Grace Deane back again. . . . Patricia Lowe, voucher clerk, wore the traditional corsage the day prior to leaving for home, there to patiently await the new arrival. . . . Nidia Rodriquez, former typist, paid us a visit, bringing in her two cute sons to say hello. . . . Loretta Germann is a lucky gal. She lost her diamond ring but an honest soul found it and turned it in to the building superintendent who returned it to her.

Portland Division

Head Reporter: Howard E. Bailey, Supt's Office, Portland. Assistants: Pearl Damewood, Eugene; Edward Smith, Medford; Thelma Greer, Roseburg.

Sorry to report that ice and fog caused auto accidents to Agent Hal Asay of Seghers and Agent Oscar Monson of Jefferson Street Station. . . . Right smack in the middle of winter we get a colored snapshot from Jimmy Graham, retired brakeman, showing him in a flowered sport shirt, relaxing in a tropical garden, surrounded by orchids yet. Jimmy says last Spring he and his wife went to the Hawaiian Islands for a vacation, fell in love with the place, flew back to California and sold their home, then back to the Islands, where they intend to spend the rest of their days. His address over there is Box 642, Wailuki Maui, T.H., in case you want to write him. . . . Sympathy to Agent C. D. Mason of Myrtle Point in the loss of his father,

KATE SMITH, after 37 years with SP, the last 15 as transportation clerk at Oakland Pier, has retired from service.

and to Car Clerk G. C. Wimer of Medford, who lost his wife.

The story in the December *Bulletin* about Friends Church at Timber, built largely by donated labor of SP employes, brought favorable comments from as far away as the Hawaiian Islands. A former employe at Montrose, California, was moved by the story to send a substantial check to the building fund. The *Northwest Friend*, a publication of the Friends Church, is reprinting the article. . . . Clerk Agnes Rosenberry, Supt's Office, is very lucky to have such a lucky husband. Last year he won a trip for two to Disneyland. Last month he hit the jack-pot by winning a two-week all-expense trip for two to the Hawaiian Islands. . . . Friends feted Edward Teich, telegrapher, Cottage Grove, on the eve of his retirement, ending a railroad career of more than 50 years, the last 15 with SP. . . . Joint Brotherhood of Railway Clerks installation of officers was held in Portland January 11. Re-installed as president of Especo Lodge 1262 was Robert Berry of Park Street. Howard Bailey is the new vice president; George Lucas, financial secretary; June Middleton, recording secretary; W. W. Kloster, treasurer; Cecil Freeman, sergeant-at-arms; Lottie Morasch, chaplain, and Joe Scharff, guard.

Our Pensioners

Retired members of the SP family are invited to send us news of their doings.

Ray A. Fuller, who retired in 1943 after 43 years of railroading, 40 of them in our Operating Department as agent or telegrapher-clerk, mostly on San Joaquin Division, has not been idle for the past 13 years. He's been a Western Union messenger, bellman and elevator operator in a hotel, owner of a gift shop, a salesman, and is now making a profession of analyzing handwriting, a

A. J. MYERS, conductor on the Western Division, retired after more than 41 years' service.

subject he has been studying for several years. He's 80 years old this month, a resident of the Vendome Hotel, San Jose.

George M. Leslie, who retired in 1954 as supervisor of car service, Portland Division, after 43 years with our railroad, is at present secretary for five fraternal organizations and reports that "the days are not long enough" for all the things he has to do. "I am enjoying my retirement very much," he writes. "One of the organizations is the Retired and Veteran Railroad Employees Assn., and do we have fun at our meetings twice a month!" He lives on a three-acre place, Route 2, Box 147, Tigard, Oregon.

C. E. Mallachowitz, 1102 Kern Street, Bakersfield, keeps much of his retirement time filled by corresponding with old friends. Among retirees of whom he has recent news are Claude Alford, William Victor Davidson, Lennie Seeger, William Robert Duncan, William W. Edson, Everet Halladay, Edison Gibson, Morris Spier, Floyd Bigelow, Emery Harman, Gae Chenard, George McKnight and others.

Fred J. Moseley, formerly employed at Sacramento and now retired at 516 Eighth Street, Apt. 16, Douglas, Arizona, used to be one of our *Bulletin* reporters. He's now reporting meetings of the Douglas Gems and Minerals club, of which Russell E. Booth, who works in our freight sheds at Douglas, is secretary. Fifty other SP employes attended the December 28 pot luck meeting of the club and swapped gift-wrapped rocks as Christmas presents. They started the new year with another pot luck dinner January 6.

Frank L. True, 79, of Santa Cruz, who retired in 1943 as a supervisor in our Telegraph Department in San Francisco, displayed 15 of his oil paintings last month in the auditorium of the Santa Cruz Women's Club. He has been painting the scenery of the West whenever he could in travels over the past 20 years. After his retirement he studied art at the University of California, continuing his studies after moving to Santa Cruz in 1944. He has served on the board of directors and as secretary of the Santa Cruz Art League. "Inaccessible" parts of the Sierra are what he likes best to paint.

A. S. Griffith of 1728 Mangrove Avenue, Chico, says it's been nearly 66 years since he first went to work for our railroad. "Railroading sure gets in one's skin for keeps," he declares, and he says among his chief interests is reading the *SP Bulletin* to keep up on news of company operations and improvements. He retired in 1925 as a station agent on Sacramento Division.

J. A. Bramlette, 2139 West 31st Street, Los Angeles, is a retired waiter famous for his memory. He recalls that a few years before he retired he was recognized by one of the diners he was serving. "I remember you," said the man. "You served me on my honeymoon 25 years ago." Bramlette replied, "So I did! Your bride was a brunette and weighed about 140 pounds. It was on one of my trips from Los Angeles to San Antonio, and the train was three hours and thirty minutes late." The astonished diner added, "And you told me you were going to get married soon. Did you?" "Yes," said Bramlette. "Celebrated my 25th wedding anniversary last month." He still remembers, and enjoys, many experiences of serving the public.

Howard Lewton, 234 High Street, Apt. 10, Santa Cruz, retired last August as telegrapher, Salinas, and is devoting most of his time to gathering and developing driftwood into articles of art. His work has won first awards two years in succession at the Santa Cruz County Fair, a cup at the annual Rose Show in Watsonville, first award at the Santa Cruz Community Fair last fall, and it has been recognized by photographs and write-ups in San Francisco and Salinas and Pajaro Valley papers.

El Paso Chapter of the National Association of Retired Veteran Railway Employes reelected A. Terrell Ash as president at the dinner meeting of the chapter last month, and heard a talk by J. B. Shores, director of employe and public relations of the Texas and Pacific Railway, suggesting the formation of a Senior Citizens' Service Center in El Paso to help solve the problems of retired people. "There are already 15,000,000 retired people in the nation," he said. "A nation cannot grow and prosper if we take out of the country's service such vast numbers of workers." The proposed Service Center would help locate part-time jobs for the retired.

MOVING UP!

Promotions to Better Jobs

TRAFFIC: **J. B. Arnold**, to district freight agent, headquarters in Kansas City; **H. J. Riopelle**, to district freight agent; **L. Brenner**, traveling freight agent, both with headquarters in Detroit; **R. C. Bergquist**, to city freight agent, headquarters at Chicago.

MOTIVE POWER: **R. M. Dickson**, to road foreman of engines, headquarters in Klamath Falls; **M. R. Friberg**, to road foreman of engines, headquarters in Alturas, Calif., a newly created position; **J. G. Maurer**, chief chemist, Sacramento.

AUDITOR OF PAYROLL ACCOUNTS: **W. J. Anderson**, to timekeeping supervisor, headquarters in San Francisco.

SP PIPE LINES, INC.: **J. M. Goss**, to engineer "B"; **W. H. Reed**, to chief draftsman, both with headquarters in Los Angeles; **L. K. Ruiz**, to head electrician, headquarters in Colton; **D. D. Lundgren**, to acting chief clerk; **W. W. Burroughs**, to secretary to vice-president, both with headquarters in San Francisco.

GENERAL HOSPITAL: **D. J. Giannotti**, to purchasing agent; **Robert Ward**, to assistant to business manager.

GENERAL STORES: **Timothy Lenihan**, to research supervisor, headquarters in San Francisco.

ACCOUNTING: **Lloyd Prentiss**, to asst. chief traveling auditor, headquarters in San Francisco.

ENGINEERING: **Richard Bennett**, to assistant engineer of bridges, **Joseph Hoss, Jr.**, to engineer structural design, both with headquarters at San Francisco.

BEST WISHES!

Engagements, Marriages

Married: **Jim Buckley**, lineman, Communications, to Wanda McFall; **John Fienhage**, printer machine operator, Communications, to Sue Thompson; Ray Muther, IBM Bur., Aud. of Misc. Accts., SF, to Jacquie Noakes; Oscar Osness, asst. head MofW clerk, Western Div., to Merril Lee; **C. O. Palmer**, conductor, Shasta Div., to Alice Taylor; Jimmie Zepeda, 24th St. Station, Los Angeles Div., to Jeanne Hart; **R. R. Spangenberg**, switchman, Bayshore, to Janet Hermone; **David McNearney**, telegrapher, Portland Div., to Netha Byrd; **Buddy Brower**, painter apprentice, LA Shops, to Juanita Grant; **Edith Bellinger**, steno, Typing Bureau, Pacific Fruit Express, to John Murray; **Nick Juarez**, tracing clerk, Aud. Frt. Accts., SF, to Theresa Dominguez.

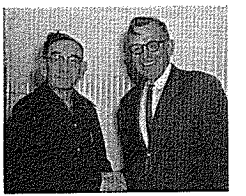
Engaged: **Mary Penhale**, misc. clerk, Aud. Frt. Accts., SF, to Klint Johnson; **Al Smith**, revising clerk, to **Maureen Spencer**, misc. clerk, both Aud. Frt. Accts., SF; **John Joyce**, Bills Collectible, to **Maureen McGinley**, Foreign Interline Bureau, both Aud. of Passenger Accts., SF; **Joan Duffy**, Local Bureau, Aud. of Passenger Accts., to Al Malley.

LAST RUN was made by Richard Brady, conductor, LA Division, after 48 years of railroading. Promoted to conductor in 1919, Brady moved from Los Angeles to Santa Barbara in 1939 to work on the Santa Barbara-Oxnard local. That train became known as the "Brady Local." It still retains the name.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **Carmelo Cosentino**, carman; **William Garrick**, red cap porter; **Robert McClanahan**, machinist; **Adolfo Paoli**, passenger carman; **Philip Philbrook**, engineer; **Fred Romani**, machinist; **William Shelvock**, chief yard



"GOOD LUCK, CASABIE," says George Morrill, right, trainmaster, San Joaquin Div., to S. W. Kisbey, switchman, who retired after 40 years' service. Kisbey has made a life-long hobby of taxidermy and leathercraft, tans his own hides, and has a reputation for the fine hand-made gloves he produces.

clerk; **Charles Stephens**, car inspector; **Ramon Tavarez**, section laborer; **Clara Woodson**, coach cleaner.

LOS ANGELES DIVISION: **Edgeworth Cummings**, laborer; **Joseph Lindly**, B&B foreman; **Rod Tellez**, clerk.

PORTLAND DIVISION: **Caleb Brunell**, chore boy operator; **Charles Machen**, engineer; **Frank Pappas**, section foreman.

RIO GRANDE DIVISION: **Romolo Anaya**, laborer; **Newton Clair**, B&B carpenter; **Robert Field**, fireman; **Thomas Tipton**, car inspector; **Cleve Williams**, section laborer.

SACRAMENTO DIVISION: **Frank Constantine**, water service foreman; **Harry Epling**, engineer; **Sidney Marion**, clerk; **Jose Rojas**, section laborer.

SACRAMENTO SHOPS: **Dionicio Herrera**, molder helper; **Albert Kleinsorge**, clerk; **John Knezovich**, boilermaker.

SALT LAKE DIVISION: **Howard Peterson**, conductor; **Irwin Ruth**, asst. train dispatcher; **William Shepley**, chief clerk; **George Smith**, clerk.

SAN JOAQUIN DIVISION: **Robert Benson**, instrumentman; **Herbert Edwards**, crossing flagman; **Edison Gibson**, train dispatcher.

WESTERN DIVISION: **John Garbarini**, brakeman; **Miles Harrington**, agent; **Peter Kapetanich**, carman; **William Nelson**, car inspector; **Alfred Wuerdeman**, switchman.

YUMA DIVISION: **George Eisen**, office engineer; **Seberiano Juarez**, track laborer; **Joseph McCone**, herder; **Dennis Shea**, brakeman.

PACIFIC ELECTRIC RAILWAY: **Claude Owen**, trainman; **Elvin Lewis**, trainman; **Earl Chambers**, investigator; **Ferdinand Ogden**, gen. bookkeeper; **Rosendo Ortiz**, section foreman; **Paul Turri**, lead bonder and welder; **William Ambach**, freight car inspector; **Ned Slaughter**, shop laborer.

MISCELLANEOUS: **Harold Meals**, ticket seller, passenger traffic, Los Angeles; **Jutaro Higake**, butcher, Dining Car Dept.; **Gregorio Echarte**, painter helper, System Engineering Dept.; **Richard King**, section stockman; El Paso Stores; **Fernando Hurtado**, trucker, Los Angeles Stores; **Karl Gaither**, car inspector, Tucson Division.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Gene Williams**, piledriver engineer, Western Div.; **Mary Frunz**, clerk, and **Gordon Frunz**, dispatcher, both Shasta Div.; **Tito Amaro**, laborer, Sacramento Stores; **Virginia Wilkins**, signal clerk, Coast Div.; **Basil Hayden**, telegrapher, Portland Div.; **Lee Roper**, relief girl, kitchen; **John Lipsey**, M. D. intern, both General Hospital; **Paul Bitner**, electrician, Roseville Roundhouse; **Sterling Carter**, pipefitter apprentice, Roseville Roundhouse; **Dave Davis**, driver, PMT; **James McPhail**, passenger car apprentice, LA Shops; **Robert Fisher, M. D.** (twins: boy and girl); **Norman Steiner, M. D.**, both General Hospital; **Donald Sage**, asst. signalman; **Leland Lung**, clerk; **Clinton Ross**, clerk; all San Joaquin Div.; **Mollie Fletcher**, dist. and voucher clerk, Motive Power, SF; **H. H. Humphries**, switchman (twins: boy and girl), Rio Grande Div.; **Frank Monson**, investigator, Salt Lake City; **Clarence Beasley**, fireman, San Joaquin Division.

INNOZENZ RUF, rigger, Western Division, closed his career with SP after serving 46 years.

Daughters to: **Paul Tindel**, brakeman; **Douglas Goodale**, switchman; **Paul Giaconi**, brakeman; all Salt Lake Div.; **Ray Fontonet**, clerk; Rio Grande Div.; **John Baumann**, Car Dept.; **Charles Goebel**, Engr. Dept.; both Pacific Fruit Express; **Dennie Hodges**, machinist helper; **Joe Dremel**, machinist, both San Joaquin Div.; **Gordon Kidd**, Voucher Bureau; **Bill Adams**, Equipment Bureau, both Pacific Motor Trucking Co., SF; **A. Delong**, machinist, Roseville Roundhouse; **Donald Harris**, M. D., General Hospital; **A. C. Webster**, switchman, Coast Div.; **Toribio Castro**, lumber carrier operator, Sacramento Stores; **Carl Booth**, engineer; **Anselmo Torres**, clerk; **T. W. Pendergrass**, brakeman, all Western Div.; **Donald Diblin**, lineman, Communications, Fresno; **Arthur Bishop**, file clerk, Exec. Dept., SF.

CONGRATULATIONS to A. H. "Jack" Gast (left), agent at Newberg, Oregon, who retired after serving our company 41 years, and to Gilbert "Skipper" Hill, assistant head timekeeper, Oakland Pier, who closed his railroading career after nearly 43 years' service.

OUR SYMPATHY

Deaths in SP Family

COAST DIVISION: Pensioners: **George Casson**, car repairman; **Dudley Clark**, switchman; **Tony DeMare**, carman; **Pierre Gouzenne**, crossing watchman; **Moses Lehrfeld**, agent; **William Rose**, conductor; **Jessie Urie**, section laborer; **Clara Woodson**, coach cleaner.

LOS ANGELES DIVISION: **William Forrest**, electrician; **Robert Albert, Sr.**, yard clerk; **Harold Brown**, RH foreman; **Arthur Duncan**, carman; **James Jones**, B&M handler; **Oscar Waller**, switchman. Pensioners: **Vicente Barboa**, RH laborer; **Milton Bush**, towerman; **Thomas Eckles**, towerman; **Oakford Freas**, carpenter; **Thomas Powell**, conductor.

LOS ANGELES SHOPS: **Paul Massarachia**, passenger carman; **Alex Mihailovich**, freight carman. Pensioners: **James Motzer**, painter foreman; **Floyd Sudbury**, boilermaker.

SALT LAKE DIVISION: **Glen Hart**, engineer. Pensioners: **Charles Horspool, Sr.**, boilermaker helper; **Earl Montgomery**, engineer; **Thomas Williams**, machinist helper.

SAN JOAQUIN DIVISION: **Percy Vines**, clerk; **L. H. Steele**, engineer. Pensioners: **Lon Darby**, switchman; **Patrick Dowd**, engineer; **George St. Louis**, switchman; **Frederick Wills**, conductor.

WESTERN DIVISION: **Joe Carlson**, mach. helper; **Ralph Headen**, red cap porter. Pensioners: **William Avan**, tinner; **Harry Crawford**, conductor; **Joaquin Dana**, stower; **Gus Davis**, car repairer helper; **John Harper**, telegrapher; **William Kinman**, brakeman; **Joseph Marla**, carman; **Thomas Patterson**, engineer; **James Shaw**, freight conductor.

DINING CAR DEPT.: Pensioners: **Jerry Wright**, dining car chef; **Edward Chiles**, waiter; **Oliver Vandercourt**, waiter.

RIO GRANDE DIVISION: Pensioners: **Willard Arwood**, engineer; **Eulogio Duran**, carpenter; **James Frame**, agent-telegrapher; **Andres Jimenez**, section laborer; **Guadalupe Jimenez**, car repairer helper; **Juan Meraz**, freight carman; **William Wheeler**, brakeman.

SACRAMENTO DIVISION: **Harry Evans**, brakeman. Pensioners: **Charles Coburn**, carman; **George Conley**, conductor; **Orrin Hickok**, switchman; **John Poll**, carpenter; **Ira Richardson**, signalman.

SACRAMENTO SHOPS: Pensioners: **John Brannely**, finisher; **Albert Dodge**, electric crane operator; **Jasper Guareno**, passenger carman.

EL PASO SHOPS: Pensioners: **Francisco Montijo**, RH laborer; **Benjamin Perkins**, power plant attendant.

PORTLAND DIVISION: **E. H. Stewart**, agent; **Frank Weichlein**, engineer; **Andrew Moody**, sweeper.

MISCELLANEOUS: Pensioners: **Edgar Campbell**, engineer; **Louis Zanger**, engine watchman, both NWP; **Ben Lima**, sec. foreman, Shasta Div.; **Eugenio Rios**, car inspector, Tucson Div.; **Thomas O'Connell**, master mechanic, SD&AE.

WE ARE PROUD TO TELL EVERYONE